Survey Responses

13 March to 8 June 2020

Have your say

Kōrero mai | Wellington City Council

Project: Smarter Ways to Manage Parking

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

"*Making changes* that link to improvements in transport system" is somewhat vague/ambiguous.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

This seems largely similar to BAU; rearranging the existing structures. Given the differences in space demands from the various options (e.g. bike or micro mobility paring is far far more space efficient), it's hard to judge the options without knowing more about *how much* space will be allocated within the priorities. And the options seem somewhat predicated on maintain the space as parking.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

In principle I agree, but this has the potential to introduce income inequity aspects.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination

Public transport seems unreliable to me

Public transport timetable doesn't suit my schedule

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Hospital parking in Newtown, how can you do this on cost when you don't know how long your appointment will run and are unwell so cannot take pubic transport to attend appointments

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Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

A lot of garages in the inner city area are so small they do not fit modern cars (they are just too small) they are also dangerous to get in and out of on busy roads and blind steep hills that Wellington has. you also find that people park over them and block you in (or out)

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Hospital parking in the Newtown area is a very, very big problem. Staff, patents and visitors need to get to work safely and not be parking on the sounding streets. MORE PARKING NEEDS TO BE BUILT AT THE HOSPITAL. Please don't take parking of residents because of the DHB. people in Newtown are high public transport/walking/biking users but we still need a car to get our familys around to sport/ groups/life etc. We also like to have visitors and family to stay and they need parks (please don't take our social life from us) do the right thing by informing the DHB they most fix this problem.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support city amenity and safety	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Residents are not being considered much n what if some people dont own or dont intend to own an EV.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

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

Q18. Allocation of residents parking permitsPlease 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.

1. All existing dwellings with 1 or more off-street space

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Second permits

4. Other pre-2020 dwellings with no off-street parking

5. Mobility permit holders

6. New dwellings/homes built after 2020

7. EV owners with no off-street parking

8. Businesses located with the zone

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Residential parking should not be difficult especially close to business district n the amount of street parks available. Vehicles can not/should not be allowed to remain parked up for 2-4 weeks at one time. Free parks should all be P120 Monday to Friday to move traffic n street parking on.

Q20. What deters you from using public transport? Please select all that apply.

When the weather is bad, I choose to use my private vehicle

Using public transport is difficult when travelling with young children/babies

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Multiple people come with me on this journey

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

Residential parking n more P120 Monday to Friday especially on the out skirts of busy business district, eg; Newtown, Berhampore, Island Bay, Kilbirnie, Miramar etc.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Animal friendly.

Q3. **Is there anything else you would like to tell us about the objectives?**

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.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

These priority zones are well thought out. It is impressive to see.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This is a sound approach - well done.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. All existing dwellings with 1 or more off-street space
6. Businesses located with the zone
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

This is well thought out and not only do-able but we can explain the rationale to others.

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

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

Other (please specify)

I have to make multiple stops or multiple journeys

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Thank you so much for making this consultation available. The complexity of the issue is such that while one can't always get things right - moving in the right direction is something that one must both acknowledge and applaud.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. 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 seems unreliable to me

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

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Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Other (please specify)

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Residents in the city fringe need their visitors to be able to park in short stay parks eg midwives doing home visits to babies

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

If you want people to move to public transport the buses need to be reliable- I often end up having to drive my kids to school because a bus is cancelled at the last minute

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. Other pre-2020 dwellings with no off-street parking
4. Businesses located with the zone
5. EV owners with no off-street parking
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Comments based on living in Mt Vic for 15 years in an 1895 house with no off street parking

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Buses need to be a reliable option and not cancelled at the last minute

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Very unimportant

Q2. **Are there any objectives you think we have missed?**

Support access to the elderly, disabled and very young.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Elitist. Only the wealthy can afford to park at their convenience.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. Second permits
5. EV owners with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. Businesses located with the zone

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport is too expensive

Public transport timetable doesn't suit my schedule

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 seems unreliable to me

Using public transport is difficult when travelling with young children/babies

I don't feel safe using public transport early in the morning/late at night

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

Q21. 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

Q22. Do you have any final comments about the topics raised in this submission?

Wellington is wet, windy and hilly. Wellington has a terrible public transport service. We need more parks not less if you consider how many new people are expected to move to the area and the amount of older people retiring and using private transport. Stop running the city with ideology and start making it work for the people that live in it!

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Your whole model is predicated on limiting parking to current levels, which have already decreased dramatically in the last 5 years. No forecasting takes in to account the changing methods of motor vehicle operation (removal of petrol combustion, introduction of EV's and autonomous vehicles, and how these will impact on the environment. Focusing your planning on existing fossil fueled systems shows a blinkered outlook. People will still drive and share cars, but ones that are environmentally neutral. They will still need places to park (but for much shorter periods) and an abstract adherence to light rail and other public transport options which are ill suited to Wellingtons topography, and which will run at a loss, is misguided and will result in cost that we cannot afford.

Q6. **Is there anything else you would like to tell us about the principles?**

They're misguided, uneconomic and fallible. Let's fix our broken infrastructure instead of following a green Utopian dream that is doomed to fail.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Businesses located with the zone
2. Mobility permit holders
3. EV owners with no off-street parking
4. Second permits
5. Pre-1930s houses or pre-1940s apartments with no off-street parking
6. New dwellings/homes built after 2020
7. Other pre-2020 dwellings with no off-street parking
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

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Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

What the principal purpose/priority is of managing parking and why.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

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.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

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.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. New dwellings/homes built after 2020

6. EV owners with no off-street parking

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

It needs to be taken in to account if a dwelling is being rented or if it is owned and who is living there. E.g. a family with children where only 2 adults have the need for a vehicle versus a flat of adults that may or may not need vehicles for work.

Q20. **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

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

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.

Q3. **Is there anything else you would like to tell us about the objectives?**

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.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

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.

Q6. **Is there anything else you would like to tell us about the principles?**

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.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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. In Order, Bus Stops, Bus Layover areas, Loading Zones, Taxi Stands, Car Share, EV Parking, Residents, Commuter

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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. Far too much traffic parks with out paying or double parks, it is cheaper to risk a ticket once given you get away with it 100's of times Parking enforcement prices should include a 15% PT support levy.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. All existing dwellings with 1 or more off-street space
7. Second permits
8. New dwellings/homes built after 2020

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

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. Towing policy and proper enforcement according to NZ traffic regulations, encourage police to take an active role in enforcement esp in dangerous/obstructive parking. Fund PT through a Non Residential Car Park tax starting at $1 a day and rising over a few years to $2 a day. Non residential includes all building with car parking used by tenants for commuter use, does not include buildings such as hotels/motels or car parks in buildings that are purely residential as long as all car park titles are in the name of the apartment owners.

Q20. What deters you from using public transport? Please select all that apply.

Public transport is too far from where I live or from my destination

Public transport timetable doesn't suit my schedule

Public transport route has too many transfers

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

I am not able to physically access these modes of travel due to my personal circumstances

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

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.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Second permits

2. Other pre-2020 dwellings with no off-street parking

3. EV owners with no off-street parking

4. All existing dwellings with 1 or more off-street space

5. Mobility permit holders

6. Businesses located with the zone

7. Pre-1930s houses or pre-1940s apartments with no off-street parking

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I need my vehicle for work

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

No comments on the taxi zoning or implantation of increased no parking zones for them in the cbd. Often have to circle the block a number of times as they car hop each other in certain areas.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Prioritise parking for low-impact transport options such as cycles, motorcycles and scooters, and possibly carpooling.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Neutral

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Neutral

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

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. Parks, recreational facilities etc should still prioritise bus stops, I can't see how they got to the absolute bottom of the list. Ideally there should be bus routes going to these places to allow good access to them.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

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.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Second permits

7. New dwellings/homes built after 2020

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Consider the size of the vehicle in the pricing. It should cost more to park a massive SUV or van in resident's parking than a small hybrid - as an encouragement to people to consider more eco-friendly vehicles.

Q20. **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

I have to make multiple stops or multiple journeys

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

None of these, I walk/bike/scooter regularly

I live too far from where I'm going to walk or cycle

Q22. **Do you have any final comments about the topics raised in this submission?**

In many streets in my suburb and nearby, the streets permit parking on both sides. However as they are narrow and are bus routes, cars park partially or fully on the footpath to avoid being clipped by the bus or other vehicles. This is a huge hazard as it forces us to walk in the road when we are out with my nephew in his buggy, as it cannot fit past on the footpath. I also doubt any wheelchair or mobility scooters would safely get past. Many of these streets should probably be restricted to parking on one side only and have the centre line moved accordingly, and be monitored to ensure that people are not parking on the footpath. Despite reporting people regularly through the fixit app and leaving them notes, the problem does not stop.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

resident parking permit, only 1 per house in city fringe suburbs

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Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. Other pre-2020 dwellings with no off-street parking
4. EV owners with no off-street parking
5. All existing dwellings with 1 or more off-street space
6. Businesses located with the zone
7. New dwellings/homes built after 2020
8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

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

Using public transport is difficult when travelling with young children/babies

I need my vehicle for work

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

I am not able to physically access these modes of travel due to my personal circumstances

Multiple people come with me on this journey

I have to make multiple stops or multiple journeys

Q22. Do you have any final comments about the topics raised in this submission?

Support residents to achieve off-street parking if possible.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

They are not objectives, as stated, they are goals. Objectives need to be measurable.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Principles come first, and need to be agreed before objectives are set. There appears to some very woolly thinking at play here.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I've disagreed with all descriptions of priorities. Addressing parking in isolation in this manner is deeply flawed, you start with land use, then transport, and address parking in that context. This screams point solution, and worse, with no measures, or indication of how an approach would be implemented, any sensitivity analysis or any review approach.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I have no confidence that you can manage this sensibly.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Businesses located with the zone
4. EV owners with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

You seem to be all over the place. Providing an online service is a given in this day and age. But more importantly the first aspect you list merely restates the decision you've already made. This begs the question is this survey merely window dressing?

Q20. What deters you from using public transport? Please select all that apply.

Public transport seems unreliable to me

None of these, I use public transport regularly

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

I am dismayed by how poorly this survey has been out together, exacerbated by my lack of confidence it is a genuine opportunity to influence a plan going forward.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

The approach doesn't really work all that well. FIrst, because all parks in Wellington are in demand all of the time and second, pricing doesn't affect demand for parks. Weekend parking in the inner city is just as hard to find now that there are weekend parking charges than when it was free. If you did want to reduce parking demand in popular areas, perhaps shorten time limits in the inner city parks in times of high demand and police it. For example, you could shorten time limits on Waring Taylor Street or Brandon to 60 minutes on weekends.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. Second permits

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Please don't remove any more coupon parking. It's stretched as it is, it could double as a second or third permit in a flat for instance. Encourage less people to take their cars by setting up more convenient and reliable public transport from the Northern Suburbs and Hutt Valley.

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

I don't feel safe using public transport early in the morning/late at night

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Q21. **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

I don't have a bike or want to purchase one

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

The amount of targeting toward people who want a second permit for on street parking seems harsh. People living in areas like Newtown, Thorndon, Mt Vic and Kelburn to name a few aren't necessarily a Mum Dad and two kids. There are a ton of young professional and student flats, it's hard enough to find a flat without having to limit cars per house because of parking restrictions. Fair enough making third permits more expensive, but it's not uncommon for two flatmates in a four to five bedroom flats having two cars.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Neutral
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

Support residents wellbeing Support asset values

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Increase supply of Council-controlled parking Increase supply of privately-controlled parking

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Residents parks need to move up the priority and EV charging parks move down

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Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

You want to make it easy for people to do business and live in Wellington - excessive car park pricing does not make it easy or enjoyable. The decline of the CBD as a shopping precinct compared to growth in malls like Queensgate and North City is because it's free at those places and very expensive in the city. I for one would previously come into town for shopping on Saturdays but not anymore because of the parking charges

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. EV owners with no off-street parking

4. Mobility permit holders

5. Second permits

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

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

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Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

I have to make multiple stops or multiple journeys

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

"Support Tranport efficency and effectiveness" should be the most important objective. (I've chosen to proxy this as 'service excellence' in my response above)

Q3. **Is there anything else you would like to tell us about the objectives?**

Assuming we can't have everything, please ensure that any engagement with stakeholders exposes the trade-offs required. It may be helpful to have people force rank the objectives. People may answer differently depending on the cost implications.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

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.

Q6. **Is there anything else you would like to tell us about the principles?**

I think these are a useful set of principles.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

1. EV charging should NOT be a priority anywhere except fringe and residential - people should charge at home location rather than have any central facilities. 2. Good call on the key transport links. I think NO parking (not even drop off or loading) at key times on any of the primary bus routes. Bring in bus lanes for Karori road. 3. Secure bicycle parking with decent locking points is missing from the hierarchy and should be a priority in the central city - duplicate the Grey St bike park in 10+ more locations.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. EV owners with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. Second permits

7. All existing dwellings with 1 or more off-street space

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

1. Limit the number of vehicles that any one property can park on a street (e.g. since moving in, the chap 2 doors up from me uses 6 spaces; and still hasn't completed the drive on access to his garage), so as to 'equitably' share residential road space. 2. Provide land for a park and ride scheme at key points on every bus route; so that commuters don't have to leave their cars and clog up the buses and deny residents the ability to park (e.g. Washington Ave)

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport route has too many transfers

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Please remove the 4 parking spaces on Victoria St north of Vivian (or turn them into 15 min loading zones). Look for more opportunities for bus lanes.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

I'm a huge advocate of walking and cycling, but there still needs to be thought put into providing a place for cars in new developments. Where i live, we've had several new intensive residential accommodation go in with no parking - you cant tell me that the occupants of the several 100 new apartments wont have cars. They are now going to park on streets that are already very busy. I think this is bad planning and puts stress on the existing system.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Disagree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Disagree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Disagree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Residents need to be higher up the list. The vast majority have a car, and I cant believe that's going to change quickly. Those cars need to have access to a park within a safe and reasonable distance to the house. Wellington has a high proportion urban residents; houses densely built and many without car-parks, or garages that do not fit modern cars.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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
Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport is too expensive

Public transport seems unreliable to me

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

I love the idea of a community solutions to a local problem. We live in a short and quite cul de sac, there are a lot of cars that park here as there are several student flats and spill over from other streets. Our street is just shy of the dimensions to have legal angel parking, but the council a long time ago agreed to the residents angle parking slightly on the "footpath to nowhere" (it does not safely link up to other footpaths and is almost redundant). Most people walk down the middle of the street to get to the main road footpath. A cost effective measure to retain car-parks and peoples health and safety - can our street / streets like ours be designated as "shared spaces" for cars, pedestrians, bikers whoever - we all use the space courteously of everyone else, meaning we can park on the footpath allowing a 1m gap so people can walk/ride past, and cars known the streets are used by pedestrians and cyclists so will drive slowly and carefully to look out for them using the space?

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

Just when you are thinking about this, while it is all good to try move away from vehicles. You have to realise that people with children don't have a choice and need to drive. Buses are expensive, trains are unreliable and children don't sit still on a bicycle. Stop getting rid of carparks or you'll lose families. You'll have a city of childless people. The Hutt and Porirua are catering to families better at the moment.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

To prioritise the bus stops you have to fix the bus problems. Please don't make a mess like Kilbirnie.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Introduce online application and permitting system

Q18. Allocation of residents parking permitsPlease 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.

1. Other pre-2020 dwellings with no off-street parking

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Second permits

4. New dwellings/homes built after 2020

5. Mobility permit holders

6. All existing dwellings with 1 or more off-street space

7. EV owners with no off-street parking

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

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Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Providing enough parking spaces for people to be able to move into and around the city by car

Q3. **Is there anything else you would like to tell us about the objectives?**

Clearly designed to suit your foregone conclusion of making it more difficult to drive into and around the city. This will not result in people using alternative means of transport, it will result in people not coming into the city at all

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

Provide sufficient parking spaces or enable other providers to do so

Q6. **Is there anything else you would like to tell us about the principles?**

You have not provided any justification for your assumption that the number of parking spaces will reduce

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Not providing space for private car parks will not result in people using other means of transport, it will result in people not going at all. Particularly for recreational facilities, this is idiotic

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Businesses located with the zone

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. Mobility permit holders

6. EV owners with no off-street parking

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

New build homes should include provision for parking rather than increase pressure on streets

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Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

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 seems unreliable to me

Public transport route has too many transfers

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Demand-related parking charges should be accompanied by timely information about the availability and location of parking spots

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

reliable and cheap public transport

Q3. **Is there anything else you would like to tell us about the objectives?**

finding a balance between public transport, parking and beautification.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

increase minority use such as mobility parks, loading zones and motorcycle parks, further restrict taxi usage of loading zones when not loading or unloading passengers. fixed video camera surveillance for mobility parks, bus lanes and problem spots for illegal parking.

Q6. **Is there anything else you would like to tell us about the principles?**

introduce allocated spaces for large motorcycles in every block, that are paid spaces (generally for above 250cc bikes)

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

need more residents only parking options in the outer suburbs, such as island bay, karori

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

a good approach, although need to set pricing bands for very high use and lower use areas still. also night parking up to 8pm every night

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Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

residents parking restrictions near shopping centres and exemptions may need to be reviewed. eg overflow of residents parking in the p120 zones in tinakori rd (but not the p60 area)

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

would be great to be able to be involved with some of the decisions as I have plenty of ideas after visiting other cities where this works well.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

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Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. EV owners with no off-street parking
3. New dwellings/homes built after 2020
4. Second permits
5. All existing dwellings with 1 or more off-street space
6. Businesses located with the zone
7. Other pre-2020 dwellings with no off-street parking
8. Pre-1930s houses or pre-1940s apartments with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

Shifting the transport used only works if there is a reliable public transport system as a alternative. The current bus service does not have a reputation for being reliable or user-friendly

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Neutral

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Wellington is a commuter city, by putting commuter cars as the very bottom of the list is not fair. People cannot afford housing in Wellington and are moving much further away and commute in. Public transport often doesn't work into peoples lifestyles and while its nice to think that people will buy EV's and electric bikes- the price of those is simply not obtainable for most people.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Not fair on people with access/mobility issues who need to park closer to the city or need to attend appointments.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. 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.

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. All existing dwellings with 1 or more off-street space

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. Second permits

8. EV owners with no off-street parking

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. 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 seems unreliable to me

Public transport route has too many transfers

I don't feel safe using public transport early in the morning/late at night

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Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

I am not able to physically access these modes of travel due to my personal circumstances

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

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. EV owners with no off-street parking
6. New dwellings/homes built after 2020
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

I have to make multiple stops or multiple journeys

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Effective use of public resources. Prioritise roads for transport and not parking. Place an appropriate cost to private use of public resources. If this piece of public road where not used for private parking how much more efficient would our transport network be? Charge for private parking based on cost to community.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

If City Fringe includes key routes in to CBD then it Resident Parking should be Low. Example: Riddiford Street in Newtown.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

People like price certainty. This might encourage additional cars on CBD streets as people drive to cheaper parking.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Provide car share, mobility and micro-mobility on-street parking spaces

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Q18. **Allocation of residents parking permitsPlease 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.**

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 with the zone
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport route has too many transfers

None of these, I use public transport regularly

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

My overall feedback is that I believe having a Parking Policy misses the point. Parking is just one of many possible uses of a shared public resource. The much larger challenge facing Wellington is how to better use that shared public resource. This policy references other existing or to be drafted policies and states that "If remaining space is available [after safe and efficient movement of people and goods] then the following hierarchy should be considered." This makes it difficult to understand the possible impact of the parking policy, and to provide feedback without visibility to the policies that will provide for the save and efficient movement of people and goods. This draft policy asks the reader to accept an assumed level of progress that seems far from the current situation. This sentence from the 2019 questionnaire highlights the issue: "How should we prioritise use of space on our streets for parking? Street space for the safe and efficient movement of people and goods has already been allocated". As someone who travels primarily by bicycle through Newtown and the CBD I cannot agree that space for the safe and efficient movement of people has already been allocated. One of the questions on the questionnaire, "For streets in the central city, prioritise the following uses of street space" only includes options for parking and urban amenities. No option is provided for the removal of parking to facilitate public and active modes of transport. I believe this policy tinkers at the edges of the significant changes required to meet the stated objectives: "Support shift in type of transport used to active and public transport" and "Safe and efficient movement focusing on people moving along transport routes rather than people parking vehicles". Limiting feedback to parking I would welcome more bike parking (Grey Street is awesome) - but I would gladly sacrifice that for a safe space to travel. I do believe the draft Parking Policy is a step forward. I hope the approved policy will allow the long delayed Newtown Connections to proceed at pace. Kind Regards, — Antony Foster

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Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1.   **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2.   **Are there any objectives you think we have missed?**

not answered

Q3.   **Is there anything else you would like to tell us about the objectives?**

not answered

Q4.   **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5.   **Are there any principles you think we have missed?**

not answered

Q6.   **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think that car share parks should be generally prioritised over residents' parking, even in residential areas. We should be encouraging people to move away from owning their own vehicle.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

On-street parking should be drastically reduced, especially on key transport corridors, where that space would provide a far greater overall benefit if it were allocated to public or active transport infrastructure.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

Motorcycle parking! More of it urgently!

Q3. Is there anything else you would like to tell us about the objectives?

More motorcycle parking please it's ridiculous how few there are

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

Cars are the problem not motorbikes your document does nothing to distinguish this. Motorbike riders use public transport when it's unsafe to ride. We reduce the congestion but the city isn't supportive-why? Create scooter zones and motorbike zones they are desperately needed.

Q6. Is there anything else you would like to tell us about the principles?

Scooters, bikes, Ebikes, motorbikes we all need space to park!

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Motorcycles are too low in cbd areas

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Some parking should be free

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. New dwellings/homes built after 2020

7. Businesses located with the zone

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I've cycled I've bussed I've trained but now that I ride a motorcycle to work I would never go back it's the best

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very unimportant
Support city amenity and safety	Neutral
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Support Te Atakura. Support becoming carbon neutral.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Those principles are so abstract and meaningless, it feels pointless to rate them.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?** Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City?**

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?**

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

It needs to make driving much more expensive than public transport.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**   1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport is too far from where I live or from my destination

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Should be supporting business being closer to home and school. Increasing the capacity of business in the suburbs will decrease unnecessary movement.

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

More parking space is needed in suburbs to create a new environment.

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Resident and short term business parking is critical for a strong Kiwi community. Commuter day parking should be much lower than residents and business. The need for commuter parking reflects a poor transport network.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

The proposed scheme is creating problems for business and encourages commuters to drive every day. Thorndon Quay is an example of this, why are any day parks here. It should residential and business parking.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Businesses located with the zone
4. EV owners with no off-street parking
5. Second permits
6. Other pre-2020 dwellings with no off-street parking
7. All existing dwellings with 1 or more off-street space
8. New dwellings/homes built after 2020

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

New apartments without parking so have no parking allocations with mobility permits.

Q20. 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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

I need my vehicle for work

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Multiple people come with me on this journey

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

The council need to encourage public transport use to reduce commuter parking. Buses for parents to schools. Use tech companies like Uber and Lyft as public transport options. we should be leveraging their private equity to pay the cost for our transport.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Whatever you do, do not reduce motorcycle parks

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

None of the above

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Second permits

5. All existing dwellings with 1 or more off-street space

6. New dwellings/homes built after 2020

7. EV owners with no off-street parking

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

I don't feel safe using public transport early in the morning/late at night

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I used to take the bus regularly but the cost coupled with full buses that do not stop and buses that are always late made it cheaper, less stressful and faster to ride my motorcycle more or walk. Please do not remove any motorcycle parks, we pay a lot in registration compared to cars (most of whom I see with only one occupant) and have much less emissions / environmental impact.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very unimportant
Support safe movement	Neutral
Support business wellbeing	Somewhat important
Support access for all	Somewhat unimportant
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Very unimportant

Q2. Are there any objectives you think we have missed?

Needs of commuters including those who have access and mobility issues

Q3. Is there anything else you would like to tell us about the objectives?

They are not a balanced set of objectives. Clearly aimed against motorists

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. Are there any principles you think we have missed?

Maximising ability to park and drive from suburban centres. Maximising parking in suburban and CBD shopping areas

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Very faulty thinking about commuter parking in city fringe and suburban centres. Looks like you're trying to kill off retail in these areas.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Price gouging. Shame on the council for suggesting this. Hutt and Porirua will benefit at Wellington's expense.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Second permits
5. New dwellings/homes built after 2020
6. All existing dwellings with 1 or more off-street space
7. Other pre-2020 dwellings with no off-street parking
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

This scheme looks very complex and liable to encourage gaming.

Q20. **What deters you from using public transport? Please select all that apply.**

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 seems unreliable to me

Public transport route has too many transfers

I need my vehicle for work

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

I live too far from where I'm going to walk or cycle

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

This feels like another so-called consultation where the options are limited to those the Council already has decided to implement. Really fed up with WCC transport approach.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Would just like the fact that motorcycling numbers has increased and nothing has been done about the number of parking allocation for it in many years, this needs to start budging upwards particularly near office environments.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Businesses located with the zone

4. EV owners with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

Q22. **Do you have any final comments about the topics raised in this submission?**

WCC needs to budge on its motorcycle parking allocation numbers.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

I don't like the concept of special arrangements for certain areas. It appears to be an approach to work outside the policy and targets

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

When answering this I have considered the use of existing parks (not necessarily creating parks). On this basis it's really hard to see why it is okay that micro mobility, active transit and cycling isn't a priority. For example, Thornton quay has a lot of car parks, in my view a reduction in these to be replaced by bus and cycle lanes would be a significant improvement. Wellington would be a better place If there were more amenities, active transport and public transit and less car parks

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

None of the above

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Please move things fast and don't support vehicles

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Introduce online application and permitting system

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Second permits
2. Mobility permit holders
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. New dwellings/homes built after 2020
6. EV owners with no off-street parking
7. All existing dwellings with 1 or more off-street space
8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Tackling these sort of policy problems is never an enviable task. Moving people away from cars to public transport is always difficult especially when cars are or seen convenient. I include myself in this - I've lived in Wellington (Thorndon) for 3 and half years and previously never really felt the need for a car but 3 months ago I decide to buy one and it has been of significant convenience despite the initial and ongoing cost (fuel, parking permit and insurance) to me especially heading Northwards to the Hutt Valley and the Kapiti Coast. I continue to walk into the city centre for work and other things. I overwhelming use my car on the weekends and off-peak if I use it during the week. Could I survive without a car? Sure and I have but people see cars as both a mixture luxury and necessity. What data or studies does the Council, the GWRC, Ministry of Transport and other Wellington regional councils have on commuting patterns and car ownership? A married couple may commute daily by train from Melling but might live in a two car household that congest the region on the weekend including driving in Wellington City. Similarly a flat consisting of three young professionals in Karori might have two cars but still all three flatmates having a high usage of public transport to daily commute. Higher pricing on weekend might dissuade people from venturing into the city combined with better transport links with Wellington and the surrounding areas. In an around about way I'm asking if it might be useful to reshape the themes and principles here. Be clear. Are you talking to people in Wellington about inner city parking and internal city movement? Are you trying to dissuade commuters from using cars either internal to the city or the flow from outside (or both) and you think a parking strategy is a lever to achieve this? Are you concerned more about weekdays or weekends? Are you primarily just aiming to make Wellington a difficult place to own, travel in and park a car in an effort to remove cars from Wellington City?

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

How are ee supposed to know where to park and for how long? Apps?

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. **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 route has too many transfers

Q21. **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

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used   Very important

Support safe movement   Somewhat important

Support business wellbeing   Somewhat unimportant

Support city amenity and safety   Somewhat important

Support access for all   Somewhat important

Support move to becoming an eco-city   Very important

Deliver service excellence and a safe working environment   Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system   Very helpful

Prioritise how Council-controlled parking is managed   Somewhat helpful

Ensure that access to the city and suburban centres are inclusive and prioritise those who need it   Somewhat unhelpful

Parking is priced at a level that achieves objectives and is consistent   Neutral

Focus on prioritising existing space, not on increasing parking supply   Very helpful

Provide parking space availability information   Somewhat unhelpful

Align Council operations with the parking policy and report on performance   Neutral

Q5. **Are there any principles you think we have missed?**

Increasing parking enforcement in suburbs to get cars off footpaths, cycle lanes, berms, and bus stops. Setting a targeted rate of reduction for central city car parks per year Stop providing public space for storage of private property (cars) in surburbs

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Private car parking should never be "High" priority. People living in the City Fringe should provide their own storage for their cars.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Minimum price should be set high to ensure that car usage is not encouraged outside of peak times/areas

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Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide car share, mobility and micro-mobility on-street parking spaces

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

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Mobility permit holders

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Price should increase to help with creating mode shift.

Q20. **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

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

It's disappointing that the Newtown Connections and Island Bay cycleway project has been delayed for this. I would hope to see stronger actions to reduce the negative impacts that private car ownership has on our city.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used   Very important

Support safe movement   Neutral

Support business wellbeing   Neutral

Support city amenity and safety   Somewhat important

Support move to becoming an eco-city   Neutral

Deliver service excellence and a safe working   Very important
environment

Q2. **Are there any objectives you think we have missed?**

Efficiency of movement on arterial/main roads

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

Pricing of car park hire should reflect demand, both spatially and at times of day.

Q6. **Is there anything else you would like to tell us about the principles?**

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.

Q7. **Key Transport Routes (such as Lambton**   Strongly agree
     Quay, Thorndon Quay, etc.)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.To what degree do you think
     we have this correct for key transport routes?

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Sounds fantastic. Refer to my earlier comment saying this is the best way to balance council income with car user utility.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce online application and permitting system

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

If a second permit is issued for the same household, the second permit is more expensive

Q18. Allocation of residents parking permitsPlease 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.

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. New dwellings/homes built after 2020
6. Businesses located with the zone
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport timetable doesn't suit my schedule

Public transport route has too many transfers

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Specific reference to becoming carbon zero, being 'an ecocity' is vague. Prioritising transport modes, in order to achieve the above the Council needs to prioritise transport - and adopt the internationally recognise transport hierarchy, which prioritise in this order; walking, cycling, public transport, commercial vehicles, taxis, high occupancy, single occupancy. With e scooters, motor bikes, disability vehicles slotted in.

Q3. **Is there anything else you would like to tell us about the objectives?**

Again access for all is vague, is this equal access, equitable access,

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Neutral

Q5. **Are there any principles you think we have missed?**

Need to decrease parking for private vehicles in central city, (but increase disability parking, motorbike, cycle parking) so as to reduce the number of private vehicles coming into the city. NO Free / low cost parking any where with CBD or nearby suburbs, eg Glenmore st, or on key arterial roads - Kent / Cambridge terrace, Taranaki st. In suburbs there needs to be a significant reduction in 'free parking', with residents only parking and fees, how these fees are paid should be flexible, eg monthly AP or one off, so as to be affordable to people on low income.

Q6. **Is there anything else you would like to tell us about the principles?**

Parking in private apartments, office buildings add significantly to the amount of parking and traffic into the city and all new developments need to have compulsory cycle parking. In fact, we need much more cycle parking, take out soem car parks and use the space for cycles, e scooters instead on cluttering up pavements.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

What's with urban design features everywhere?? Do these need to be on roads, surely pavements, parks etc are better spaces. Why do we have any parking on the road on major transport routes bicycle and micro-mobility can fit on pavements in some of these places and most have side streets where motorbikes, disability parking and delivery can go. This happens in so many cities overseas and everyone manages. Finally why have we no options of motor vehicle free CBD and subusrban shopping areas, again this is VERY common overseas. And is really good for businesses,shops cafes etc.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Just reduce parking and have no private motor vehicles from Beehive to Courtney place - great er parking for motor bikes, delivery and disability vehicles on side streets, with good bike, micro mobility parking.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. EV owners with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. Pre-1930s houses or pre-1940s apartments with no off-street parking
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

This has to be integrated with a better and more reliable public transport system , safe secure cycle lanes, so that people are able to use these alternative forms of transport. The current situation has many households having more vehicles than they really need because there is free parking outisde their house. Also places like the hospital, University, need to take responsibility for parking of employees, students instead of which areas like Newtown become one big free car park .

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Why does the council keep repeating consultations, I answered a whole heap of these questions or similar a while ago. Meanwhile, NOTHING happens. Congestion gets worse, buses cant be on time because of parking and congestion and its still not safe to cycle.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Visibility of current price needs to be easily available to a driver. Preferably as supplemental information to their preferred navigation app.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. Businesses located with the zone
5. New dwellings/homes built after 2020
6. Pre-1930s houses or pre-1940s apartments with no off-street parking
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Second permits

7. Businesses located with the zone

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **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

I don't have a bike or want to purchase one

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Prioritise the views and interests of residents over commuters

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

This is meaningless unless you tell us a. What "urban design features" means; and b. The public transport environment in which these answers are assumed to be given. Public transport to the inner city is poor, but public transport from the inner city to the outer areas in weekends is non-existent.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

It should apply equally for all types of personal transport vehicle. In terms of occupying public space there is no difference at all between a private internal combustion car, an ev, a motorcycle, a bicycle, a taxi or any other ride-share service.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Businesses located with the zone

4. Other pre-2020 dwellings with no off-street parking

5. New dwellings/homes built after 2020

6. EV owners with no off-street parking

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

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.

Q20. **What deters you from using public transport? Please select all that apply.**

I need my vehicle for work

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Support a move away from cars specifically

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I dont understand any of these questions. I think you should remove ALL private vehicles from the city centre

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Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Keep parking the same price but reduce the max time and limit the amount of parks while increasing wardens

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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

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Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Mobility permit holders

4. Other pre-2020 dwellings with no off-street parking

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Max one permit per residence, if the residence has off street parking they do not qualify for a permit. Special importance placed on mobility parking, EVs

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Q20. **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

When the weather is bad, I choose to use my private vehicle

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

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Multiple people come with me on this journey

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very unimportant
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

No

Q3. Is there anything else you would like to tell us about the objectives?

When talking about parking, you are talking about roads, roads are unsafe by nature so very difficult to balance safety and access.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very unhelpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

Increase parking supply

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Resident Parking needs to be a priority as well as both short and long term parking

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. Allocation of residents parking permitsPlease 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.

1. All existing dwellings with 1 or more off-street space

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. Second permits

6. Businesses located with the zone

7. Mobility permit holders

8. EV owners with no off-street parking

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

Why no focus on increasing car parking? Crazy that there is no focus to build more car parking facilities

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Support for needs for space, nature and open areas for physiological and cultural wellbeing

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Free public space allocated to parking and other needs and priorities high capacity transport over motor cars (with peak occupancy of 1.3 on average and 95% of the time parked with 0 occupants)

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. Council's Central City Off-Street Parking **High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Remove all requirements for parking g spaces from the district plan. Allow people to build houses, etc without having to allow for 1950s transport options. Ban cars from the city centre and suburban centers. E.v. are not the solution. The space requirements of cars are unchanged and given 75% of particulate pollution for car use does not come from the exhaust pipe changing the fuel is a sop to keep car manufactires in business

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

As part of the rates demand letter inform people what percentage of rates subsidises the private car (road cost, parking, etc plus increased cost of 3 waters due to car-induced sprawl, etc) and what percentage of the city is unrated (roads). Similar to the information about public transport subsidies.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Other pre-2020 dwellings with no off-street parking

4. All existing dwellings with 1 or more off-street space

5. Pre-1930s houses or pre-1940s apartments with no off-street parking

6. New dwellings/homes built after 2020

7. EV owners with no off-street parking

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

The only priority IMHO should be where there is no reliable public transport option or a Dr's cert indicates the person cannot use public transport. Everyone else should carry all costs - economic and otherwise of deciding to own and use a low capacity transport option

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Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

We need to start with planning g rules that encourage car usage. And then actively make decisions that remove cars from high density areas and replace them with high capacity options.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

business should be the last to consult with regarding parking and transport. businesses consistently underestimate the value of walking on their business and overestimate the positive impact parking and cars have.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

increasing the price of parking relative to demand means less corollas and more maseratis on the street. the rich literally don't care how much a park costs - they will simply pay it. Some bourgeoisie i know will just pay the $80 fine for overstaying in a park. there are other ways to encourage people to not drive in - making public transport good is a great start.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

residents parking is the weirdest thing - you are essentially subsidizing land owners who are using a public good (roads) for private gain. As for houses built in the 20s and 30s with no specific on street parking: what did the old residents use to do? They walked to work. They bussed to work. They cycled. If youre living in Mt Vic, its reasonable to NOT expect the council to subsidise a carpark for you.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

be bold and brave - its time to reduce the number of parks in our city and replace them with lanes for busses, cycles and public transport.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

- Support the creative culture and heart of the city. - Support a measured and balanced transition until the infrastructure is capable of dealing with these shifts

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Prioritising replacing all the parking that has been lost in recent years to call the parking buildings that have been closed.

Q6. Is there anything else you would like to tell us about the principles?

There needs to be a staged approach. The council needs to resurrect the parking that has been lost as otherwise you'll discourage people from coming into the city full stop which will impact jobs and businesses. People are already discouraged from coming in due to these huge losses in parking and the fact the public transport is a mess.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

All these questions ignore the key issue. If public transport is not adequate which it currently isn't then you need to provide carparks for people to use otherwise they won't come into the city. Therefore you need to focus on replacing the parking buildings that have been lost such as James Smiths, Michael Fowler etc. People need to have a place for longer term parks if we want them to visit cafes and restaurants and retail stores. Otherwise you will drive them out of the city and nobody wins. It needs a more measured approach. Also get rid of taxi stands. Everybody used ride share these days. This will free up a lot of parks.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

People need certainty. Yes this might work for Uber but you don't have a choice you need to pay the surge price if you want to get home. However for parking retailers will suffer with this approach as people will try and park then realise it is to expensive and then not park or visit that retailer or cafe and the business will ultimately suffer. It will also mean it will leave a negative feeling customer parking and will discourage them from coming into the city. This is a policy that will drive people out of using the central city and push people to malls.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

I have to make multiple stops or multiple journeys

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Don't throw the baby out with the bath water. Instead of making things mutually exclusive focus on improving public transport but don't get rid of all the parks until you've done that. In the short term replace the parking buildings otherwise you are going to ultimately kill all the central city business and discourage people from coming into the city and it will lose its vibrancy and ultimately you'll lose the rates base. People will start going to the malls and suburbs where they can get a park. We have a great culture and heart in the central city in Wellington so lets protect it but take a measured approach and we work through the transition. It is not viable for all people to only use public transport.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Decrease car/truck/ute/van numbers within both urban and suburban areas.

Q3. **Is there anything else you would like to tell us about the objectives?**

You have completely missed an opportunity to support congestion reducing transport means. Bus only lanes, cycle lanes, rapid transit and motorcycles are all amazing means of transport which reduce congestion. Especially supporting motorcycle parking as 6-10 motorcycles can park in the same space as a single car. Resulting in a maximum reduction in parking usage of 9 vehcile spaces and a minimum of 1 (if the car had 5 occupants). You need to stop sticking your head in the sand and support motorcyclists!

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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 parkingin 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 numvers 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!

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This is a terrible idea. Using the economic principles of demand exceeding supply to generate revenue is not the job of the council. The council's job is to provide the infrastructure to support the community not to force the community to fit within the unacceptable infrastructure by hitting the everyman in his/her wallet!

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. All existing dwellings with 1 or more off-street space

6. Second permits

7. Businesses located with the zone

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

EV's have no impact on parking - they still use 100% of a space. they should not be treated any different to petrol or diesel vehicles.

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Other (please specify)

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

The public transport within wellington city is a joke because its only really busses so its choked by the traffic that WCC refuses to address. One EASY WIN on traffic is to support motorcycle use in Wellington by providing addiitonal motorcycle parks and allowing motorcycles to use normal parking spaces by paying the agreed fee. It is a JOKE that a motorcyclist cannot park in a standard street park EVEN if they pay the parking fee! WHAT A JOKE!

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. New dwellings/homes built after 2020
4. All existing dwellings with 1 or more off-street space
5. Other pre-2020 dwellings with no off-street parking
6. Businesses located with the zone
7. EV owners with no off-street parking
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

I don't feel safe using public transport early in the morning/late at night

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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)

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

There are a number of specific roads that need to be cleared of car parks of any kinds so that buses in particular can get through. I am thinking of areas like Mt Victoria and Roseneath that have narrow streets but there will be other similar parts of town.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Better to have pricing stay at same amount, either set low or high.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. New dwellings/homes built after 2020

6. All existing dwellings with 1 or more off-street space

7. EV owners with no off-street parking

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Quite a few of the issues raised could be helped by a good public transport service. We have a pretty mediocre one at present.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

The objective of becoming an eco-city seems a bit vague or idealistic - simply lower emissions of CO2 and other pollutants would be more specific

Q3. **Is there anything else you would like to tell us about the objectives?**

The need to make cycling a practical choice for able bodied people should be highlighted due to environmental and health benefits. Currently people nee dot be fairly bold to cycle most places.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Efficient use of current space

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Many people currently use motorcycles/scooters to get to work/shop/visit locations (myself included) where public transport is impractical/expensive/non existent & talking is too far. To be frank my motorcycle takes up next to no space, especially compared to a car on both the road & the carpark. This eases congestion & demand for parking. You CANNOT reduce parking spaces for motorcycles. Sure cycling is preferable but there are a lot of hills in wellington & sometimes that's just not practical. A motorcycle is the next best thing. They are very small & significantly better for the environment than a car. They should be high in the priorities in town.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. New dwellings/homes built after 2020
3. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Motorcyle/Scooter parking in available spaces

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

I live too far from where I'm going to walk or cycle

Q22. **Do you have any final comments about the topics raised in this submission?**

Motorcycles/scooters are very small & take up very little space. They need to be considered an option. There are many locations in Wellington that I often travel to where there is no bus route, or the bus route would take literally hours longer than driving. Currently I have a motorcycle to get to these places (hiking tracks, beaches, shopping in other suburbs) & if I had to start paying for motorcycle parking, I would just buy a car. Which takes up more space & is worse for the environment.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

What concerns me is the definition of what is above. What do they mean? What I consider to be safe may be different to someone else and also very different to what the council interprets as safe.

Q3. **Is there anything else you would like to tell us about the objectives?**

They are a bit waffly. Of course we want a more sustainable city but there are many ways to interpret your objectives. Come could say that it is safer if we are all in high safety spec cars...

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Not really, they are all waffly and don't really give an idea of how this will be achieved. Why isn't council operations with the parking policy and performance already aligned? What does support local area-basd parkign plans where there is need and support. does this mean consultation (and listening to) local residents? If only this were true.

Q6. **Is there anything else you would like to tell us about the principles?**

I am concerned about 'managing the decreasing council controlled parking'. Is this because the parks are being sold of? Or because they are being built on (Car park of MFC), or rented to high quality hotels (DoubleTree hotel owned by the HIlton)? OR because they are being turned into residents parking or bike parks (approve of this one).

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Why are car share parks a low priority on council parks, sporting and community facilities Surely this is a way to have fewer cars. I have disagreed with all these proposals as I am not sure what 'urban design features' have to do with parking spaces. Does that mean fancy car park signs, take out car parks and put in planter boxes? When did Lambton Quay become a 'key transport route' with the likes of Thorndon Quay? Is not Lambton Quay /central city? Some definition required here before sensible comment can be made.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Having a price differential will mean cars trawling longer for cheaper parks rather than just finding a park. Isn't it better for cars to drive to a place with a park and then stop. There is already a price differential with less expensive parks in the outer areas. Will those parks leased to Doubletree have the same differential applied to them as that is prime downtown parking space? Having a price differential leads to uncertainly of trips and just messes with peoples timing, plans and if inconvenient.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Provide car share, mobility and micro-mobility on-street parking spaces

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. Second permits

6. All existing dwellings with 1 or more off-street space

7. EV owners with no off-street parking

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport is too expensive

Public transport is too far from where I live or from my destination

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

To be honest, I think there are more important things to worry about than parking. The new bus system is a nightmare for users and non users and other road users. The money would be better spent on infrastructure and getting damaged buildings up and running again.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Very unimportant
Support business wellbeing	Very unimportant
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

I think there needs to be more of a focus on the impact each person has on how they get to work. A person who drives a car will take up MORE space and will create MORE pollution than someone who is to ride a motorcycle or a moped to work. Grouping these transports together is unfair, as they are not equivalent. One is smaller, cheaper to operate, takes up less parking space and is more eco friendly. I understand there is a need to conserve space, but you also need to understand you can't force everyone to move to ride sharing or public transport solutions. Those who are using motorcycles are TRYING to make an improvement over using and parking a car in an already busy city.

Q3. Is there anything else you would like to tell us about the objectives?

I think there has been a severe oversight in how vehicles and their economy on the environment are being judged. My main point around this submission is the use of motorcycles and motorcycle parking. In your proposal, you have grouped four wheeled private vehicles and motorcycles/mopeds into the same category, which is nonsensical as per my above statement. As per a study done in Vietnam, parking standards suggest a standard area of 25 m2 per car and 2.5 to 3.0 m2 per motorcycle, or about 8 to 10 motorcycle spaces per car space (Vietnam Ministry of Construction 2004). People who ride a motorcycle or moped to work instead of a car are making an active effort to reduce their carbon footprint by 1) Taking up less parking space. 2) Parking Closer together 3) Polluting the environment less (motorcycles are now fitted with Catalytic Converters, and are Euro4 Compliant). As a result of this, it is my strong opinion that motorcycle parking should remain available and completely free. The size of most motorcycle parking around the Wellington CBD is the space of around 3-4 carparks. In those spaces, you can fit around 40 motorcycles if everyone parks correctly. Both motorcyclists and the WCC benefit from this, as this leaves more space for other developments (ie Carparks, or mobility parks). It is also important to note there is already a heightened cost of adopting a motorcycle as a primary method of transport (expensive licencing/registration). Further costs by means of parking or reducing the amount of parks available will put financial strain on myself - a direct result of inducing another cost onto people who are already trying to make better decisions in terms of the environment and conservatism. I am not lobbying for MORE motorcycle parking - I think the amount that we have at the moment is suitable. Your statements in the policy about motorcycle bays not being filled is biased and incorrect. The area where I work (waterfront) ALWAYS has the motorcycle bays filled - and I will be extremely disappointed if this data sampling was conducted on one area only, but will be enforceable across all of Wellington CBD where the usage may not be the same. I use a motorcycle as my primary transport method to work. I don't want to own a car, as I think It is overkill for a city where you can get most places on foot; HOWEVER there is a need for longer distance travel for people like myself who live too far to walk - but don't want to own a car - and don't want to rely on a public transport system which is both expensive and unreliable. I strongly urge WCC to consider the above points if looking at a new parking policy. There is a strong community around Wellington that will be happy to have these discussions in person.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

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Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?   Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Strongly Agree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think there needs to be more of a focus on the impact each person has on how they get to work. A person who drives a car will take up MORE space and will create MORE pollution than someone who is to ride a motorcycle or a moped to work. Grouping these transports together is unfair, as they are not equivalent. One is smaller, cheaper to operate, takes up less parking space and is more eco friendly. I understand there is a need to conserve space, but you also need to understand you can't force everyone to move to ride sharing or public transport solutions. Those who are using motorcycles are TRYING to make an improvement over using and parking a car in an already busy city. I think there has been a severe oversight in how vehicles and their economy on the environment are being judged. My main point around this submission is the use of motorcycles and motorcycle parking. In your proposal, you have grouped four wheeled private vehicles and motorcycles/mopeds into the same category, which is nonsensical as per my above statement. As per a study done in Vietnam, parking standards suggest a standard area of 25 m2 per car and 2.5 to 3.0 m2 per motorcycle, or about 8 to 10 motorcycle spaces per car space (Vietnam Ministry of Construction 2004). People who ride a motorcycle or moped to work instead of a car are making an active effort to reduce their carbon footprint by 1) Taking up less parking space. 2) Parking Closer together 3) Polluting the environment less (motorcycles are now fitted with Catalytic Converters, and are Euro4 Compliant). As a result of this, it is my strong opinion that motorcycle parking should remain available and completely free. The size of most motorcycle parking around the Wellington CBD is the space of around 3-4 carparks. In those spaces, you can fit around 40 motorcycles if everyone parks correctly. Both motorcyclists and the WCC benefit from this, as this leaves more space for other developments (ie Carparks, or mobility parks). It is also important to note there is already a heightened cost of adopting a motorcycle as a primary method of transport (expensive licencing/registration). Further costs by means of parking or reducing the amount of parks available will put financial strain on myself - a direct result of inducing another cost onto people who are already trying to make better decisions in terms of the environment and conservatism. I am not lobbying for MORE motorcycle parking - I think the amount that we have at the moment is suitable. Your statements in the policy about motorcycle bays not being filled is biased and incorrect. The area where I work (waterfront) ALWAYS has the motorcycle bays filled - and I will be extremely disappointed if this data sampling was conducted on one area only, but will be enforceable across all of Wellington CBD where the usage may not be the same. I use a motorcycle as my primary transport method to work. I don't want to own a car, as I think It is overkill for a city where you can get most places on foot; HOWEVER there is a need for longer distance travel for people like myself who live too far to walk - but don't want to own a car - and don't want to rely on a public transport system which is both expensive and unreliable. I strongly urge WCC to consider the above points if looking at a new parking policy. There is a strong community around Wellington that will be happy to have these discussions in person.

Q15. **Do you agree with this pricing approach?**   No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

I think there needs to be more of a focus on the impact each person has on how they get to work. A person who drives a car will take up MORE space and will create MORE pollution than someone who is to ride a motorcycle or a moped to work. Grouping these transports together is unfair, as they are not equivalent. One is smaller, cheaper to operate, takes up less parking space and is more eco friendly. I understand there is a need to conserve space, but you also need to understand you can't force everyone to move to ride sharing or public transport solutions. Those who are using motorcycles are TRYING to make an improvement over using and parking a car in an already busy city. I think there has been a severe oversight in how vehicles and their economy on the environment are being judged. My main point around this submission is the use of motorcycles and motorcycle parking. In your proposal, you have grouped four wheeled private vehicles and motorcycles/mopeds into the same category, which is nonsensical as per my above statement. As per a study done in Vietnam, parking standards suggest a standard area of 25 m2 per car and 2.5 to 3.0 m2 per motorcycle, or about 8 to 10 motorcycle spaces per car space (Vietnam Ministry of Construction 2004). People who ride a motorcycle or moped to work instead of a car are making an active effort to reduce their carbon footprint by 1) Taking up less parking space. 2) Parking Closer together 3) Polluting the environment less (motorcycles are now fitted with Catalytic Converters, and are Euro4 Compliant). As a result of this, it is my strong opinion that motorcycle parking should remain available and completely free. The size of most motorcycle parking around the Wellington CBD is the space of around 3-4 carparks. In those spaces, you can fit around 40 motorcycles if everyone parks correctly. Both motorcyclists and the WCC benefit from this, as this leaves more space for other developments (ie Carparks, or mobility parks). It is also important to note there is already a heightened cost of adopting a motorcycle as a primary method of transport (expensive licencing/registration). Further costs by means of parking or reducing the amount of parks available will put financial strain on myself - a direct result of inducing another cost onto people who are already trying to make better decisions in terms of the environment and conservatism. I am not lobbying for MORE motorcycle parking - I think the amount that we have at the moment is suitable. Your statements in the policy about motorcycle bays not being filled is biased and incorrect. The area where I work (waterfront) ALWAYS has the motorcycle bays filled - and I will be extremely disappointed if this data sampling was conducted on one area only, but will be enforceable across all of Wellington CBD where the usage may not be the same. I use a motorcycle as my primary transport method to work. I don't want to own a car, as I think It is overkill for a city where you can get most places on foot; HOWEVER there is a need for longer distance travel for people like myself who live too far to walk - but don't want to own a car - and don't want to rely on a public transport system which is both expensive and unreliable. I strongly urge WCC to consider the above points if looking at a new parking policy. There is a strong community around Wellington that will be happy to have these discussions in person.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Increase number of parks available for motorcycles as part of encouraging more efficient traffic solutions as opposed to cars.

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

Council's existing parking policies are draconian and insensible, and they do not contribute to a user-friendly transport experience — especially for motorcycle riders, who are inexplicably disallowed from using paid car parks and forced to compete for scarcely available dedicated motorcycle parking, which Council is now audaciously proposing to *charge* people for!

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Motorcycle parking should be a high priority in all areas. You can fit four motorcycles in the same area that a single car would use. And if you charged for use of *spaces* rather than on a per-vehicle basis, you wouldn't lose any money at all by doing so.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

First of all, I don't believe Council has any business charging for parking in the first place. Residents pay rates for Council to maintain these facilities. I know for a fact that maintenance of parking facilities is very close to zero cost; the main financial outlay is in parking enforcement. Council is only charging for vehicle usage of car parks as a semi-punitive measure to essentially discourage long-term usage of these assets. More specifically, I strenuously disagree with any proposal to charge motorcycle users for use of car parks.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system
Residents' parking schemes will be guided by the ratio of households with off-street parking to households with no off-street parking

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. EV owners with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

Wellington City Council already does not provide adequate parking for motorcycle riders; attempting to find a space after 8:30am on a weekday is utterly futile. It is ridiculous that motorcycle riders can't make use of paid car parks without the risk of a parking infringement. It is also baffling that we aren't allowed to park on footpaths, like riders in Australian cities are allowed to do. The inadequacy of existing parking schemes is bad enough, but now Council is proposing to *charge* us to use these completely inadequate facilities? No. That is unacceptable. WCC needs to *encourage* motorcycle usage rather than going out of its way to actively *discourage* it. Whether on the road or in a car park, you can fit anywhere from 4 to 6 bikes in the same space taken up by a single car. More people riding bikes means more people able to use the existing road network with less traffic snarls — witness how efficiently two-wheeled traffic moves in Asian countries. *That* is how you're going to "get Wellington moving", not by actively putting more roadblocks in the way of people using more efficient modes of mechanised transport.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

If a second permit is issued for the same household, the second permit is more expensive

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. New dwellings/homes built after 2020
6. Businesses located with the zone
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination

Public transport route has too many transfers

I have to make multiple stops or multiple journeys

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Mobility permit holders

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. All existing dwellings with 1 or more off-street space

6. New dwellings/homes built after 2020

7. Businesses located with the zone

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Using public transport is difficult when travelling with young children/babies

Public transport timetable doesn't suit my schedule

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

I live too far from where I'm going to walk or cycle

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Neutral
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

No

Q3. **Is there anything else you would like to tell us about the objectives?**

Objectives look loaded with an agenda so treating with caution

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Council track record of previous attempts

Q6. **Is there anything else you would like to tell us about the principles?**

Council track record needs to be included.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

No.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Pricing range needs to be included before committing answer

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

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. All existing dwellings with 1 or more off-street space
6. Businesses located with the zone
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

No.

Q20. **What deters you from using public transport? Please select all that apply.**

I need my vehicle for work

Other (please specify)

Public transport is too expensive

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

There are many surveys of the benefits of using PTW's, yet the council have consistently refused to acknowledge them. Because of this, I (and others) have a lack of trust in the Council's ability to govern.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat unimportant
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Yes. Reducing commute costs AND reducing commute time for pushing people into Public Transport. Even commuting via public transport from Karori can take 1.5 hours of UNPAID time every day, costing close to $45 per week for some. Assuming 4 weeks of leave per year, that means 360 unpaid hours per year just to travel 5km. We have a limited life expectancy and people waste it without worry for some reason. Well-being is important, and getting more of our time back is key to that.

Q3. **Is there anything else you would like to tell us about the objectives?**

"This means moving more people using fewer vehicles..." is a narrow-minded approach to the problem and not a one size fits all solution. Consideration needs to be given to well-being and personally, cramming everyone into those tin-can buses with disrespectful and outright dangerous drivers is not a given solution. A multi-tool approach needs to be considered to reduce congestion, not reduce the number of vehicles. What about rebates for carpooling? Or encouraging motorcycle usage instead of a car for a single commuter? What about improving road layout in unsafe areas to drive movement through? Think of ways to minimise time spent commuting, which eats time out of our lives for no other reason than "that's the way we've always done it". Why not reduce load by offering rate reductions for businesses and firms that encourage their staff to work from home and reduce the number of commuters? Or incentivise business growth outside of just the CBD, and make better use of space available in the Hutt?

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Communicating pricing plans to vulnerable/affected groups? Motorcyclists for one are a minority of ratepayers and voters and as such are at risk of being bludgeoned into submission on pricing with no recourse at the voting booth against Councillors who don't have to worry about any political fallout of their decision.

Q6. **Is there anything else you would like to tell us about the principles?**

They appear more targeted towards politely describing ways to gather revenue without doing any actual work than actually doing work with the resourcing you currently have.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Motorcycle parking needs to be elevated into high priority for the city center due to their relatively low footprint per vehicle commuter compared to things like taxi ranks and car parks. Suburban areas should also allow for motorcycle parking as an elevated priority because most residences are flat-shares with limited garage space for people to have independent transport.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I only agree in principle if commuters can have consistency in information of pricing ahead of time. The question is worded in a way to make it impossible to disagree but the fact of the matter is that demand is high because there is no supply and supply has been reduced in recent years with no effort on the council's part to rectify that.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Mobility permit holders
5. New dwellings/homes built after 2020
6. Businesses located with the zone
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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 seems unreliable to me

Public transport route has too many transfers

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Don't charge for motorcycle parking. We are already charged enough for everything else - why screw the little guy over even more?

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

Reducing emissions

Q3. Is there anything else you would like to tell us about the objectives?

'Support business wellbeing' is much to vague in this context. You could spin that however you pleased.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

Combating emissions and climate change

Q6. Is there anything else you would like to tell us about the principles?

Land use, transport, and emissions are very tightly linked together. It ought to be explicit that managing parking will assist in meeting climate goals

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Cycling should never be in the lowest priority sections. Please always make it medium if it is not going to be high.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

It's a good principle, but ideally we would also see cheaper bus fares so there is a real alternative to driving and parking.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Other pre-2020 dwellings with no off-street parking

5. Pre-1930s houses or pre-1940s apartments with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Bicycle parking is sorely needed but you have to match it with safe cycling lanes and you have to start building those immediately!

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very unimportant
Support safe movement	Somewhat unimportant
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Very unimportant

Q2. Are there any objectives you think we have missed?

There should be an objective around cost and not burdening users. Often low wage people require private car for work, and for larger families it is often cheaper than public transport. I would also like to see a reduction in enforcement.

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

Again you are looking at pricing to achieve your objectives with little thought of the impact on individuals it will affect.

Q6. Is there anything else you would like to tell us about the principles?

Given the state of public transport, how do you know you won't have to change your plans again. Surely this should be part of the wider public transport policy including will public transport be made cheaper to encourage more usage.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I don't know what Electric vehicles which are cost prohibitive more many individuals should be given priority over other vehicles. You are penalising individuals as they can't afford this technology. Key transport routes already have ample bus stops, this indicates you want to increase the number of these. Micro-mobility gets moved around the city, it seems pointless to have a spot you need to take it to, people will not use it. I don't know what a car share park is but car sharing plans have not really worked around the world I am not sure what makes you think it will work here.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This would be very confusing for everyone especially with pricing changing. The price of the parking would impact peoples decision if they will make the trip or not but the price won't be known until they arrive. Again why are the areas of high demand do these include places of health services (doctors, social services, psychologists, dentists, physiotherapists). This creates another barrier to people accessing these services.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Other pre-2020 dwellings with no off-street parking

3. New dwellings/homes built after 2020

4. Second permits

5. Pre-1930s houses or pre-1940s apartments with no off-street parking

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I don't think it should matter when your house was built your allocation of parks. Though I assume you are requiring houses built after 2020 to provide off street parking. We are also a city of flatters and this doesn't seem to account for the actual number of cars per household. Also no exemption for electric vehicles, this again penalises those who can't afford such a car. If Businesses have set up in these zones they need to be aware of parking when they set up, they should not be exempt either.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

I live too far from where I'm going to walk or cycle

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

I think in times of economic hardship ahead, it seems very foolish to look at adding more significant costs for people to access services or retail in the city. I am very against benefits given to low carbon/electric vehicles as this is just more discounts for the wealthy at the expense of lower income households. I don't think parking should be viewed as an income earner for the council which I not this doesn't talk at all about what the income from parking is currently used for or would be used for in the future.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Promoting community engagement and increase in available public spaces

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

As noted in the hierarchy, parking for private vehicles should be the lowest priority, particularly on key transport links and in the central city.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Increased income from parking should be ring fenced for transport and urban design projects to further encourage mode shift.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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

Introduce online application and permitting system

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. EV owners with no off-street parking
5. All existing dwellings with 1 or more off-street space
6. Second permits
7. New dwellings/homes built after 2020
8. Businesses located with the zone

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. 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 seems unreliable to me

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

Roads should be prioritised for moving people from place to place around the city. Core transport links should use all available space for moving people (with bike and micro mobility parks where appropriate). Clearways should be removed completely and be replaced with no parking zones.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Priority for pedestrians

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

Remembering that rate payers own cars and have a right to park outside their property without being robbed blind for the 'privilege'. Stop treating car drivers as 3rd class citizens.

Q6. Is there anything else you would like to tell us about the principles?

You can't forget that cars are still being driven and that not everything can be achieved via public transport - mass or otherwise.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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!

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Costs to park in the city are exorbitant enough as it is! Just set a flat, low rate across all precincts and you might encourage more people in to the city.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. Other pre-2020 dwellings with no off-street parking
4. EV owners with no off-street parking
5. New dwellings/homes built after 2020
6. Second permits
7. All existing dwellings with 1 or more off-street space
8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

How about you stop using us as a cash cow for your Green leaning Council? We pay rates and pay for a permit and should have every right to be able to park our car near our home. Some of us need a car for our lifestyle - whether that be because we are disabled, have children, pets who can't travel on an e-scooter to the vets etc. Stop penalising us. Stop issuing permits to houses that have off street car parking. Increase the amount of resident parking on really busy streets like Elizabeth St.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I need my vehicle for work

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

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Q22. **Do you have any final comments about the topics raised in this submission?**

Stop penalising car drivers! I'm sick of paying large amounts of money to park outside the house I pay rates for. It's not my fault it is pre-1930s and it's where I choose to live. No glib comments about moving elsewhere either. That's just arrogance.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Very unimportant
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very unimportant
Support access for all	Very unimportant
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Very unimportant

Q2. **Are there any objectives you think we have missed?**

Yes Reducing/removing car parking on Wellington streets is essential Removing car parking along Adelaide road particularly the Newtown end which is very narrow would help cycle safety and encourage more public transport use

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Yes Increase all street parking substantially for cars This is VIP to meet WCC objectives

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Yes VIP to increase the price for car parking substantially This will discourage car use and meet WCC objectives

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. All existing dwellings with 1 or more off-street space

4. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. Pre-1930s houses or pre-1940s apartments with no off-street parking

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Yes Reduce/limit the number of street car parks available This will ensure less cars in Wellington as residents will use public transport or cycle

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

There are too many cars in Wellington Reducing/ limiting the number of street car parks will discourage car ownership and promote public transport and cycling

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This option would only be supported (and useful) if pricing information was available to the person driving into the city before they drove into the city. Once they are there and the price has surged it's too late and looks like price gouging. The technology is unlikely to be there to support this and pricing would surge within the travel times for people getting to said parks

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Residence parking needs to be greatly reduced from what it is today

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Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used — Somewhat unimportant

Support safe movement — Very important

Support business wellbeing — Somewhat unimportant

Support city amenity and safety — Neutral

Support access for all — Somewhat important

Support move to becoming an eco-city — Somewhat important

Deliver service excellence and a safe working environment — Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?** — Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

The central city parking priority for motorcycles is completely wrong relative to the proposed priorities. Far more motorcycles/scooters can fit in a single space than any vehicle, including ride-share, electric, taxi, etc. This mis-prioritisation is probably due to the nonsensical placement of motorcycles alongside private cars in the transport hierarchy in section 2.2.1 of the policy statement. In reality, motorcycles should be just above ridesharing and pool vehicles as they are low-emission, take little space to park, and facilitate more smooth flow of traffic.

Q15. **Do you agree with this pricing approach?**   No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Charging for motorcycle parking is silly and counter to everything which the Council purports to be trying to achieve. We should be encouraging as many people as possible to ride on two wheels. Absent a reliable, efficient public transport system (and make no mistake, ours is neither reliable nor efficient), anyone who does not live within walking distance of their job needs to be able to drive into town. It is infinitely preferable to have 10 motorbikes vs 10 cars. Or 10 bicycles and 10 motorbikes vs 20 cars.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**   1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

Public transport seems unreliable to me

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

Other (please specify)

I have to make multiple stops or multiple journeys

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

I don't have a bike or want to purchase one

Other (please specify)

I am not able to physically access these modes of travel due to my personal circumstances

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

Please take time to consider where motorcycles fit in the actual hierarchy of transport in Wellington. They allow a person to reduce their carbon footprint while having the flexibility to move around the city without impeding traffic or taking up (much) valuable parking space. Removing or charging motorcycle parking will not force people into public transport, etc. It will simply penalize people who are doing their best to make the city a better place to live. It's also very strange to try to aim for 85% occupancy of motorcycle parking spaces. I would think 100% should be the goal, as this would indicate the resource is well-allocated relative to demand.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Feel motorbikes and mopeds should have equal rating with push and electric bikes. It's not much difference in space. Motorbikes can travel a further distance and really limit the numbers of vehicles on the main roads coming into the city.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Agree but please no fleecing us. Sometimes prices just go up because you run the parking service.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide car share, mobility and micro-mobility on-street parking spaces

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

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Q18. **Allocation of residents parking permitsPlease 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.**

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. All existing dwellings with 1 or more off-street space

6. New dwellings/homes built after 2020

7. Businesses located with the zone

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very unimportant
Support city amenity and safety	Very important
Support access for all	Neutral
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Public transport and safe cycling is most important. Fix it please

Q3. **Is there anything else you would like to tell us about the objectives?**

Public transport and safe cycling is most important. Fix it please

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Public transport and safe cycling is most important. Fix it please. Stop cars ruining the city and being dangerous for everyone

Q6. Is there anything else you would like to tell us about the principles?

Public transport and safe cycling is most important. Fix it please. Stop cars ruining the city and being dangerous for everyone

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Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Just get cars out of the central city altogether stop prioritising them at all, parked or moving.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Just get cars out of the central city altogether stop prioritising them at all, parked or moving. Make some streets exclusively for buses and bikes and e scooters and vespas (mopeds).

Q17. 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.**For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Other (please specify)

Q18. 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. All existing dwellings with 1 or more off-street space

4. Other pre-2020 dwellings with no off-street parking

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. Pre-1930s houses or pre-1940s apartments with no off-street parking

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Just get cars out of the central city altogether stop prioritising them at all, parked or moving.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Public transport route has too many transfers

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Please stop prioritising cars on the city streets. You don't necessarily need to "build" expensive bike infrastructure or bus lanes--- you just have to ban cars from certain streets and there you go, instant bike/bus lane.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Leave parking prices as they are and lower the price of public transport instead. A lot of families drive into town because the price of parking is less than the price of the bus. For a Newlands family of 4, the cost of the return bus trip into town is nearly $20 off peak. Parking for our kids' one-hour class in town is $5.50. You do the maths! Children travelling on public transport with a parent should be free. Then we would ditch the car. You can't change the policies on parking alone. You need to address the WHOLE issue: introduce measures to discourage driving into the city while introducing measures to encourage the use of public transport/soft mobility. If you want people to get onboard, you need to give and take.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. EV owners with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Stop favouring EVs! They do not solve the congestion issue. They are cars end of story. And the Council should not allow new-builds without parking. I don't see why the Council should be responsible for providing parking for private vehicles near their homes? Vehicles are private property that is somehow ok to store on the road while not un use. Why don't you provide on street storage facilities for my camping gear while it is not in use? People are responsible for choosing housing that meets their needs. If they have a car, they should buy/rent a house that has off street parking. Just like if you have a dog, you want a fully fenced section. If there isn't one, you build one. But you would never expect the Council to build a fence for you, would you?!

Q20. What deters you from using public transport? Please select all that apply.

Public transport is too expensive

Public transport seems unreliable to me

Public transport timetable doesn't suit my schedule

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Multiple people come with me on this journey

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

EVs are part of the congestion problem. Stop favouring them. You'll only discourage driving into the city if you encourage using public transport. Encourage use of public transport by lowering the price especially for families travelling together. More bus lanes so buses are faster than other vehicles at peak time. More proper separated cycle infrastructure to encourage cycling and scooters. You will never solve the congestion problem with your current attitude of looking at issues individually one at a time. You need to look at the whole problem and introduce sweeping changes across the board.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Some of them are not very meaningful in terms of policy solutions.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Bike parking should be a higher priority in the suburbs. There is no need for people to drive everywhere.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Why should we be encouraging people to park in low demand areas? Even people parking on the roadside requires the Council to maintain this area for motorists.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

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

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. Businesses located with the zone
3. New dwellings/homes built after 2020

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

People should not get low cost on-street parking simply because their property doesn't have a car park. They should expect to pay market rates. Nor should existing property owners get a lower rate than newcomers. The cost of a residents parking permit should be increased to about $1000 per year, and more for 2nd cars associated with a property.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I support linking the cost of residents' parking permits to the cost of using the bus. Currently the cost is very low compared to a monthly bus permit.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

The shift in type of transport used is an important goal to remove cars from the road, however, prioritisation given within the Parking Policy Statement 2020 places Motorcycles on par with private cars. this contradicts the aims of reducing congestion within the Wellington CBD, and the issue of limited parking spaces available. A study in Belgium in 2012, found that a switch of 10% of cars to motorcycles, total time losses for all vehicles decreased by 40 percent and total emissions reduced by 6 percent (1 percent from the different traffic composition of more emission-reduced motorcycles and 5 percent from avoided traffic congestion). A 25 percent modal shift from cars to motorcycles was found to eliminate congestion entirely. Motorcycles also take up considerably less room than that of cars, and significantly less emissions when taking into consideration the impact they have on travel time. WWCs wrongful prioritisation of motorcycles on par with private cars will restrict access to motorcycles within the city and discourage there use, thus hindering your goal to reduce congestion, limit CO2 emissions, and save room with parking spaces.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Increase in availability of free motorcycle parks

Q6. **Is there anything else you would like to tell us about the principles?**

by charging for motorcycle parking, and limiting there availability, you are discouraging a very beneficial form of transport that can not only drastically cut congestion, but has the ability to reduce the amount of room required for parking around the city. one car park space has easily enough room to fit five motorcycles.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. 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 then 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.To what degree do you think we have this correct for residential areas?

Disagree

Q12. Council Parks, Sports, Recreation & 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Once again, Motorcycles should receive much higher priority then they are given. with the ability to cut congestion, and condense parking from multiple car park spaces to a couple of motorcycle parks. the lower prioritisation will discourage the use of such a beneficial mode of transport https://newatlas.com/motorcycles-reduce-congestion/21420/

Q15. **Do you agree with this pricing approach?**   No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Do not charge for motorcycle parking. this is discouraging a very beneficial mode of transport for the city, which could help reduce congestion, travel times, number of parking spaces required (more in one space) and most of all, reduced CO2 emissions. consideration should also be given to allow parking on large footpaths, like Australia allows. no parking spaces required at all on the road then.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Second permits
4. Other pre-2020 dwellings with no off-street parking
5. New dwellings/homes built after 2020
6. EV owners with no off-street parking
7. All existing dwellings with 1 or more off-street space
8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

park motorcycles on footpaths as long as not blocking the path.

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

No

Q3. **Is there anything else you would like to tell us about the objectives?**

I think that keeping Wellington business wellbeing is the most important as without this we won't have a Wellington

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

How are you going to decide who gets priority? Saying that you don't want people to park but take public transport is not an option when the public transport systems require and all day outing due to terrible service, for a 5 min job.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Why are Urban design features put ahead of car parks? Your lowest priorities have general car parking space, how do you expect people to quickly park to do small jobs and leave.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Have different timed parks on streets. Eg. 20 min parks and 1 and 2 hour parks

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Mobility permit holders

4. Other pre-2020 dwellings with no off-street parking

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I find shopping in Wellington for quick jobs hard so go out to the Hutt instead.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Better public transport for less vehicle use, reduce carbon for environment, safe movement are all important considerations for allocation of car parks in limited spaces. However, suburbs by the central city have both issues of commuters to work using free parking (hospital) and existing residential car owners. In Newtown we struggle with these two issues. I commute with public transport to work and compete to park my car with customers and workers that come to the Newtown community. I support local businesses so people coming to park short term is fair but people occupy these limited areas for going to work is a concern as they should either be parking at work (not in residential side streets) or using public transportation if it is available. E.g. People who work in Newtown park on Rintoul Street for free. I work in city and walk to office or use public transportation but I need to compete to find a space with those people who still use car with my residential permit. I feel like being asked to give up owning a car because the parking on our street is not saved for residents. I appreciate if you consider these perspectives with those objectives. Thank you!

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?** — Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. Businesses located with the zone
5. All existing dwellings with 1 or more off-street space
6. New dwellings/homes built after 2020
7. EV owners with no off-street parking
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I would like to see more easy access to city by walk, bike, car and public transport. I feel focusing on too much lanes and zones on old narrow roads and streets in Wellington. If we only focus on parking, cycling zone, we might miss the whole point of why we need to change if it gets confused or create another issues. I feel we almost need re-design city and near suburbs for safe and environmentally friendly way. I don't feel safe on bike, walk or bus sometimes now as it is too messy transportation every morning. Importantly we have people on footpath as well. So, I would like to see car park issues are part of the city development but also hope it will be more well designed as a city development in long term. It is safe for people, cyclists, bus and cars. When we know how long it will get to A to B, it will be less stress even though the route is not short cut to their destination. Reliable and stable transportation systems will give us feeling of security in time wise. So, I believe parking issues would be part of the development for reducing amount of cars, developing cities, secure car spaces for some people who need them and secure bike parking space.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Ensuring that there is adequate parking for cars who are using light rail to get into the city or large shopping precincts. Currently car parking along the J'ville line is severly limited leading to congested side streets, especially in Khandallah where there is a ton of space- eg the huge grass area by Simla Crescent rail station. .

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

I think that motorcycle parking should generally be accorded more spaces in all WCC areas.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Provide car share, mobility and micro-mobility on-street parking spaces

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Disagree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

People with driveways/garages should be strongly encouraged to use them. They should not be high priority when permits are allocated (and if space for 2 vehicles on their property - including garage space) should not be entitled to a permit at all.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

Please look into removing some parking spaces to make safer cycle ways for all. Cycle ways need to be separate from the road, for safety, and to encourage more people to use them. There should be less incentive for people to store their private property on public roads. This includes privately owned buses and campervans (both of which should incur charges when they are stored on a public street, especially when they are stored there permanently)

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Freedom to use a car especially in light of the terrible weather in Wellington and the fact many people have physical limitations which don't result in having a mobility sticker

Q3. **Is there anything else you would like to tell us about the objectives?**

Active transport is not something I want enforced on me by the council. Make public transport cheap and reliable and we'd be more likely to use it.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

I don't want you to use parking as a tool to stop me using my car. I work long hours and shift work so I don't have time to muck around with public transport if I want to do any of my "life admin" around my work hours

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

You need to prioritise parking for residents regardless of where they live. Also if there is no parking in the city people will avoid it and you will kill it off. I'm not going to spend huge amount catching an unreliable bus to town when it's cheaper and faster to use my car. I already have changed my habits and stopped shopping in town or during the Sunday markets as don't want to be charged for weekend parking

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Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Mobility permit holders

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. EV owners with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

I don't feel safe using public transport early in the morning/late at night

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Q21. **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

I am not able to physically access these modes of travel due to my personal circumstances

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Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Car share should always be ahead of private car parks - we need to reduce dependence on private car ownerhsip

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Limit the number of permits issued to 85% of capacity/total available spaces per zone

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

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

There should be a limit of permits to 1 per house/unit. If people want additional cars, then they need to find a private provider of offstreet carparks.

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1.   How important are these objectives to you?

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat unimportant
Support access for all	Neutral
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Neutral

Q2.   Are there any objectives you think we have missed?

Just the fact that businesses pay a bulk of the rates, and that each time, council seems to want to make it tougher for people to go to the city to shop

Q3.   Is there anything else you would like to tell us about the objectives?

Refer above.

**Q4.   To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very unhelpful

Q5.   Are there any principles you think we have missed?

I like the question above to be better asking not how it achieves your principles, but whether or not the principles are any good. It shouldn't be about upping the fee and reducing the number of spots.

Q6. Is there anything else you would like to tell us about the principles?

As above.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think that the survey should on opening note all of the options. If it's truly balanced, then I shouldn't have to scroll down to see strongly disagree. I worry again that residents, who live in the area and pay rates, are proposed to be the lowest priority, often when councils sign off on new developments with no car parking required on site. It also seems silly that we subsidise and prioritise businesses like car share parks.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Sure. It's dumb.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Businesses located with the zone

4. All existing dwellings with 1 or more off-street space

5. Other pre-2020 dwellings with no off-street parking

6. Second permits

7. New dwellings/homes built after 2020

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Sure. Should be more of it for residents and businesses. Perhaps think about innovative ideas like car stacking or removing bike lanes.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination

Public transport seems unreliable to me

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

I need my vehicle for work

Other (please specify)

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

Sure. Did I mention get rid of these dumb bike lanes that reduce available parking ?

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. EV owners with no off-street parking

4. Mobility permit holders

5. New dwellings/homes built after 2020

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. Businesses located with the zone

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport seems unreliable to me

I have to make multiple stops or multiple journeys

Using public transport is difficult when travelling with young children/babies

Public transport timetable doesn't suit my schedule

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1.   **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2.   **Are there any objectives you think we have missed?**

not answered

Q3.   **Is there anything else you would like to tell us about the objectives?**

not answered

Q4.   **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5.   **Are there any principles you think we have missed?**

not answered

Q6.   **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. EV owners with no off-street parking
4. Mobility permit holders
5. All existing dwellings with 1 or more off-street space
6. New dwellings/homes built after 2020
7. Businesses located with the zone
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Using public transport is difficult when travelling with young children/babies

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Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

* improve travel options for children and youth

Q3. **Is there anything else you would like to tell us about the objectives?**

I want to live in a city where a 10-year old can safely travel unsupervised

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

off street parking should not encroach on cycleways, pedestrian areas etc

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

ev parks don't need such high priority fringe and outer areas should have public transport and micro-mobility as higher priorities

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. Other pre-2020 dwellings with no off-street parking
4. Businesses located with the zone
5. EV owners with no off-street parking
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Shared residents bikelockers, using 1 or 2 parking spaces

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Very important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Considering a major event in the City and how people will get moved out of it, think earthquake. What people can use to get in to and out of city if public transport becomes a serious health risk, like contracting something like to Corona Virus

Q3. **Is there anything else you would like to tell us about the objectives?**

Think about improving all aspects and not just some. Wellingtons weather is not ideal for cycling and older people do not like it in any case. Consider allowing for more motorcycles if you want less "big" vehicles in town, that way people can still come in from long distances

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

Consult more with businesses around what their needs and that of their clients. Without them surviving due to poor decisions made by the Council is not going to help bring more businesses in to town.

Q6. Is there anything else you would like to tell us about the principles?

I come from a country where this was applied and the city is now empty, all shops went to suburbs where it was easier for their clients to get access to them. All that was left was a few corporate offices that had to have multiple stories and had car parks for their employees, but in the World of today we need less staff in the office so business can operate out of houses in suburbs turned in to offices.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly disagree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Consider easy access for all types of transport to City shops, and if people buy more than they can carry in 2 hands, especially of they have kids

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Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Price so people are motivated to come in to town to spend money, not to keep them out of town and away from businesses that need to survive

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Businesses located with the zone
2. Mobility permit holders
3. New dwellings/homes built after 2020
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. EV owners with no off-street parking
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Create more car parks and roads in to town with improving public transport. Take serious consideration to Corona virus and lessons from it where public transport is very good way for it to spread. Consider an earthquake and how people will get out of town if no cars are available to help transport them, we had this already and cars were pulled over at station to help transport people out. First thing that stops is public transport. Peoples lives are more important than removing cars from the city... I hope.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Objective: make it cheaper for families and other small groups to use public transport.

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

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.

Q6. Is there anything else you would like to tell us about the principles?

Consider the increasing population of the elderly and infirm in regard to the need for extra parking spaces.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

EV charging parks should be off all main routes, as they take a long time to be useful; motorcycles deserve more space everywhere; bus stops should be a priority at all on-street locations, especially Council Parks, Sports, Recreation & Community Facilities; outer residential zones are the perfect places for public bus layovers; the city fringe deserves to have taxi stands; urban design features should not consume any parking space anywhere.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Pricing should be exponential for times longer than 1 hour in the central city, eg $n for 1 hour, $3n for two hours, $6n for 3 hours and so on.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

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 with the zone

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Residents' parking zones should not operate at weekends or after 6pm on any day.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

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

Other (please specify)

Public transport route has too many transfers

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

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.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

all of the above objectives should also be calibrated against the diverse needs of the community. I think we should be aware of ageism as well as all the other forms of discrimination that are undesirable.

Q3. **Is there anything else you would like to tell us about the objectives?**

Scooters and bikes on footpaths are dangerous for foot traffic - unless there is a very well developed culture of courtesy as is practised in Japan for example but alas not here. I have been almost bowled over on Lambton Quay by cycles scooters and skate boards.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Pricing of parking currently makes it unaffordable for the average person who is not always young, fit and able to cycle and run or scoot everywhere. Many people need to have appointments with medical practitioners and also have friendly contact with others and also to be involved in the life of the city even when they no longer work in the CBD. E bikes are very heavy and expensive and not easy for a small or older person to lug about. This heavy handed and expensive approach to parking that is currently on offer will drive retail from the CBD - what is a city where only youth, office workers and tourists are able to use it?

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **   Neutral

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Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **   Neutral

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Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

just don't forget the elderly, the partially sighted, the hearing challenged and the physically challenged (who don't always qualify for a special needs permit) EVERYONE deserves to use our city - the people you think are just old and past it have had a hand building this city into what it is now and still deserve to use its amenities

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Q15. **Do you agree with this pricing approach?**   No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Please see my previous comments - currently only very wealthy individuals can afford to pay $ 4 .50 per hour -an appointment will take much longer than one hour and time for a coffee break would make it $9.00. Take a walk around Wgtn CBD during the day and observe please how few elders you see walking around. National super is a modest income

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. New dwellings/homes built after 2020
4. Second permits
5. Mobility permit holders
6. Businesses located with the zone
7. All existing dwellings with 1 or more off-street space
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Please care about the whole community and those who won't have the ability or the time to fill out online questionnaires like this one. Young women combining challenging career and parental duties are often just too tired and stressed to have anything left over at the end of the day to give - that includes filling in surveys such as this one. Older people don't always have the internet or a computer - can't afford it or can't see well enough to do such a survey. Please consider what older or otherwise abled people would like to have - they live here too in early adulthood or middle age its not possible always to imagine what is an impediment for others - please consult with people of all ages and include the wishes of older adults. Your parents and grandparents may be able to share ideas with you.

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

I am not able to physically access these modes of travel due to my personal circumstances

I live too far from where I'm going to walk or cycle

I have to make multiple stops or multiple journeys

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Please be aware that there are always "fashions in thinking" - "woke" meant something else a few years ago... All fashions change - nothing is forever - we must try to get out of being in the present phase if it stops us from thinking very clearly about what are the real facts and issues that affect everyone as opposed to just a significant few who currently fit the fashionable paradigm

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I really hate demand responsive pricing for things in general. People like to know how much something is going to cost before hand. I live in the UK right now and you will never know how much the train from Bristol to London will cost. Sometimes it will be 24 pounds, sometimes it will be 60. It's very frustrating. Just charge a decent price for parking in the city (it's currently quite low imo) and leave it at that.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

On street parking takes up so much space in our city and it would be nice to see it charged for appropriately and gradually removed so we can re-allocate the space for bike lanes and active travel modes.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Safer Parking options for bikes

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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)

Provide car share, mobility and micro-mobility on-street parking spaces

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Other pre-2020 dwellings with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. EV owners with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Second permits
2. EV owners with no off-street parking
3. New dwellings/homes built after 2020
4. All existing dwellings with 1 or more off-street space
5. Businesses located with the zone
6. Other pre-2020 dwellings with no off-street parking
7. Pre-1930s houses or pre-1940s apartments with no off-street parking
8. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

Increasing parking management protocols is the stick - the carrot is safe, reliable public transport and walkable neighbourhoods. For the plans to work, these are both essential, but there's nothing about public transport issues or footpaths and accessibility anywhere in here. Is very disappointing to see these projects operating in silos, and leaves no confidence that any of them will achieve anything.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly disagree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

These questions are very poorly written. We're they tested with anyone who wasn't already immersed in the project? The use of bold text is very confusing - why explicitly make "parking space" normal font and then go back to bold for "priority"? It makes them appear as divided items. The readability is very poor. It should either all be bold it none of it. It's very unclear what they are actually asking and there should be written explicit links to the proposed policy, e.g with page numbers or the diagrams reproduced for easy review. How many council staff car parks are there? Or parks the council rents? Apart from those dedicated to people with mobility support needs, these must all go. If you cannot conduct your business without car parks, then the city is not accessible enough for the proposals you outline here. If you're thinking "oh, no, but we NEED those" you're simply saying you believe your needs and appointments are more important than everyone else's.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Transport costs are a significant barrier for people on low incomes - say someone finally gets a medical specialist appointment, but on arriving in town (where many of these clinics are) find that the parking will cost them $15. It's unmanagable for many people and punitive to penalise them if they fail to pay it because they can't afford it. Is this just someone else's problem? The provisions for mobility access and the processes for accessing these permits don't accommodate most people in this situation.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)
Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. Second permits

6. All existing dwellings with 1 or more off-street space

7. EV owners with no off-street parking

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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 seems unreliable to me

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

It's very disappointing to see this programme running independently from the public transport improvement measures and neighbourhood accessibility issues. I contacted the council asking when footpaths would be installed given the surrounding landscape is being covered in houses - no one ever even answered!! It's not safe or accessible to walk to a bus without a footpath.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This is unfair on those who can not pick.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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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)

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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2. EV 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

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

When the weather is bad, I choose to use my private vehicle

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

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Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

To reduce congestion

Q3. **Is there anything else you would like to tell us about the objectives?**

I think that, given the increase in population, we need to develop the roading infrastructure. The congestion around the Basin Reserve is because there is only one tunnel - the roading is basically unchanged since the mid-20th Century

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

The Council should increase the supply of Council-controlled parking - the demand for parking is going to increase, not decrease irrespective of what other measures are taken.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Some people can't use public transport and are reliant upon cars and taxis - there needs to be more provision for commuter parking on the fringe of the CBD particularly if parts of the CBD are not going to be accessible for cars

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Businesses located with the zone

2. Other pre-2020 dwellings with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Mobility permit holders

5. All existing dwellings with 1 or more off-street space

6. New dwellings/homes built after 2020

7. Second permits

8. EV owners with no off-street parking

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

I have to make multiple stops or multiple journeys

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Multiple people come with me on this journey

I don't have a bike or want to purchase one

I live too far from where I'm going to walk or cycle

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Using public transport is difficult when travelling with young children/babies

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Can the space outside Wellington library (Victoria st) be used for motorcycle parking? All bike spaces are full by 9am weekdays and I have to park opposite Te Papa and walk in. Demand is there and space unused.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Neutral
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat unimportant
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Weekend parking needs to be free again (or at the very least on Sunday) to encourage people back into the central city - I shop elsewhere now at the weekends to avoid parking charges where previously I would have come in to sop, have brunch etc at least once every two weeks.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Mobility permit holders

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. EV owners with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

Don't try to force people out of cars by reducing parking, making it more expensive etc. Wellington is not yet set up to exclude vehicles and its public transport system is still to unreliable.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I disagree with these for the following reasons: Bicycle/micro-mobility parking should always be in the highest priority as this is one of the things that will encourage more people to cycle. Not everyone has the ability to take their bike off the street into their house or property - some residential areas may have no space for somewhere secure to lock their bike out of sight of the street, and many people live up or down many steps and have no easy place that's under cover to securely lock a bike in residential neighbourhoods. This can be a barrier in itself to making the switch to biking. Bikes left out locked to fences just rust and are at risk of being stolen. And many people are buying ebikes which are heavy and come with their own storage challenges - they cost more to buy so people may have more invested in the value of the bike, and hence want to protect it from theft and damage. Car share and EV charging parks should go together - if we want more electric car share, then there needs to be charging stations near/alongside the car parks. Urban design features should always be a consideration as cities should be places for people and improving the urban environment shouldn't be an add-on, it should be intrinsic to street design. Urban design is particularly important for off-street parking facilities - most off-street parking areas/buildings in Wellington are ugly concrete wastelands and not places where you want to spend any time at all. Many of these facilities/areas in Wellington are in prime locations (eg for sun, shelter, views) and taking valuable space that should be used for more parks and green areas or even just outdoor space where cafes can have tables outside)

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

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

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1.   **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2.   **Are there any objectives you think we have missed?**

not answered

Q3.   **Is there anything else you would like to tell us about the objectives?**

not answered

Q4.   **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5.   **Are there any principles you think we have missed?**

not answered

Q6.   **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Is this something that will work like Uber's surge pricing? It sounds like a great idea as it should hopefully encourage people to change their habits if they can around when and how they are travelling to high priority parking areas

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce online application and permitting system

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. Second permits

6. All existing dwellings with 1 or more off-street space

7. EV owners with no off-street parking

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

In a flatting situation have two or more cars is quite common so I think penalising someone with a higher fee or not giving them a permit is fair or a solution to fixing the cities parking. One problem is that rental companies charge far too much for a car park to be included when renting an apartment with an off-street car park which then leads to more people applying for parking permits or exemptions.

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Neutral
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

You will have more EV parking spaces than actual EV's, this can be adopted over time if/when more people use EV's

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. New dwellings/homes built after 2020
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Second permits
6. Other pre-2020 dwellings with no off-street parking
7. All existing dwellings with 1 or more off-street space
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

I need my vehicle for work

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Making public transport for families affordable

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

You are making it expensive for low income families.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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
Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)
Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. All existing dwellings with 1 or more off-street space
2. Other pre-2020 dwellings with no off-street parking
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Mobility permit holders
5. Second permits
6. New dwellings/homes built after 2020
7. EV owners with no off-street parking
8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Support range of transport choices available to all (which is important for all users, but also touches on the important concept of "aging in place" when mobility capabilities shift/diminish).

Q3. **Is there anything else you would like to tell us about the objectives?**

Generally it looks like you're proposing worthwhile, important objectives!

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

What about principles that touch on provision of parking for bicycles and scooters? Parking should be considered more widely - we need to accommodate cars, but we also need to accommodate parking for other personal mobility modes (including e-charging stations, etc.)

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Given how little space they take up, I wonder why bicycles/micro-mobility parks aren't a priority in every location (including key transport routes and suburban areas)?

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I've heard it has worked elsewhere. Will be interested to see if/how it works in Wellington.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Pre-1930s houses or pre-1940s apartments with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

See previous comment.

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

If we are restricting car parking, it obviously can't be done in isolation from better access to, design for and infrastructure supporting other mobility modes (including MRT, active/micro-mobility, better pedestrian priority, etc.). This policy has a lot of good stuff in it, but that stuff needs to ensure it is cross-pollinated with other Council priorities atm (e.g., PfG, LGWM, etc.).

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Mobility permit holders

4. Other pre-2020 dwellings with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Using public transport is difficult when travelling with young children/babies

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Somewhat unimportant
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **   Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think these questions are meaningless. Commuters are a key revenue earner in wellington and allows the city to function. Mobility parks etc are important but only to a level they are used (i.e. lots of spaces that are usually empty shows there are too many)

Q15. **Do you agree with this pricing approach?**   No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This question is very confusing. Will prices change at various different times (like Uber) where you never know what it will cost to park? Pricing has to be far clearer in advance.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Other pre-2020 dwellings with no off-street parking

5. Second permits

6. All existing dwellings with 1 or more off-street space

7. Pre-1930s houses or pre-1940s apartments with no off-street parking

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

Other (please specify)

Public transport route has too many transfers

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

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

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. New dwellings/homes built after 2020
4. Other pre-2020 dwellings with no off-street parking
5. Pre-1930s houses or pre-1940s apartments with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

The financial amount private vehicle users pay should truly reflect the cost on the environment and lost efficiencies of the transport network.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

If we want to remove the city's reliance on cars then there should be an overall objective about reducing parking supply.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

All is good except for the over weighting towards EV parks. Remember EV are are still cars (the thing we are trying to reduce reliance on). They should not be given priority above car share parks (particularly at Council Parks, Sports, Recreation & Community Facilities).

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Parking in town is still 'parking in town'. There should be no discount rates. I think a better approach is to have a geographical zonal based strategy where the cost of parking is highest in the central city and centre zones, then pricing gradually gets cheaper as you move further away from high demand areas. The same technology should be used as a 'demand pricing approach' in that the council should be able to change the cost of parking in any zones whenever they please in realtime.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. EV owners with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. New dwellings/homes built after 2020
6. All existing dwellings with 1 or more off-street space
7. Businesses located with the zone
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

Multiple people come with me on this journey

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

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.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Quite amazed at the amount of residents' parking available in Wellington. Not sure it should be quite so plentiful!

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

In principle, but depends on how it is applied and the impact. Wouldn't like to see cars driving round and round because there are no parks at all

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Q17. **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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Provide car share, mobility and micro-mobility on-street parking spaces

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

No 2nd permits at all and no permits where there is at least 1 off-street park

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

parking should be affordable (and often, free) to encourage people to come into the city

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. New dwellings/homes built after 2020

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

The objectives are very high level so hard to know what's missing. Are you considering street parking in suburbs, reducing size of vehicles, limiting number if cars per household?

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

How would you consider a house with 5 flat mates with 5 cars therefore 5 parks versus a family with one car who struggles to find a park?

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Still unsure how residential parking in close to city centre is being prioritised.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

I think this would exclude low socioeconomic households.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. Mobility permit holders
4. EV owners with no off-street parking
5. Second permits
6. Businesses located with the zone
7. All existing dwellings with 1 or more off-street space
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Keen for it be extended to Wadestown. It would be good to understand what vehicles can be parked. We have caravans, large camper vans and mobile businesses parking on our street. And then there's a large number of cats associated with houses with multiple flat mates.

Q20. **What deters you from using public transport? Please select all that apply.**

Using public transport is difficult when travelling with young children/babies

I have to make multiple stops or multiple journeys

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

We find that it can be stressful worrying about whether we will have a park close to our home. We have a young child. Previously on putting in a submission for a planned parking deck that is being built to accommodate 2 new houses - we got back a comment that there is plenty of parking on the street. There isn't. This car deck will impact the street significantly and reduce parks. The houses that are being built are not directly on the street, I'm not sure people think about the whole picture when approving consents.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Accessibility for those for whom public transport is not a viable option. Reasonable access to vehicle parks proximate to cbd.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Other pre-2020 dwellings with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. EV owners with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

I don't feel safe using public transport early in the morning/late at night

I have to make multiple stops or multiple journeys

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Provide safe separate efficient pedestrian, public transport and private through or round CBD transport systems

Q3. Is there anything else you would like to tell us about the objectives?

There needs to be a combined movement balance to allow practical, efficient, self funding, safe (including public health) transport public network and the practical ability for private transport to reach destinations in reasonable time. Using public transport from northern or western to eastern and suburbs carrying passengers to travelling to several destinations to sport, shopping or airport activities is in reality generally total unpractical, expensive and massively time consuming. People benefit from both systems. Public transport primarily suits single shorter distances and private vehicles suit longer, multiple passengers, destinations and erratic or immediate times.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

Install sign notified cameras on Clearways to allow immediate ticket and towing.

Q6. **Is there anything else you would like to tell us about the principles?**

There are insufficient Parking resources to manage Clearways. Many vehicles park and obstruct safe transport including cyclist during clearway times slowing public and private transport and forcing cyclists from dedicated lanes for their protection. Without robust clearway enforcement bus transport is severely hindered.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

The proposed parking space hierachies are biased, skewed and unbalanced.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. Businesses located with the zone

6. Second permits

7. EV owners with no off-street parking

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

EV vehicles should park on site or off-street only to provide safe charging without creating pedestrian Health & Safety cable trip hazards. Vehicle motive power has no parking priority. Encourage more on site parking by design to free up roads.

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

Multiple people come with me on this journey

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

If revenue based parking is removed for other purposes the lost income should be evenly collected for the benefit of the city by ratepayers. Rather than increasing parking fees on reduced parks.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very unimportant
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat unimportant
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. All existing dwellings with 1 or more off-street space

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. New dwellings/homes built after 2020

6. Mobility permit holders

7. Businesses located with the zone

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very unimportant
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

Eliminate congestion

Q3. Is there anything else you would like to tell us about the objectives?

shifting the 'type of transport used' might be a means to an end, but it should not be an objective of itself.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. Are there any principles you think we have missed?

Your policy is based on managing demand. There should be a policy to increase supply of parking.

Q6. Is there anything else you would like to tell us about the principles?

Your policy is based on managing demand. There should be a policy to increase supply of parking.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

The hierarchies will be OK only if the supply is sufficient to service the needs at the lowest priority.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This is not a substitute for an adequate supply of parking.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. All existing dwellings with 1 or more off-street space
4. Businesses located with the zone
5. Other pre-2020 dwellings with no off-street parking
6. New dwellings/homes built after 2020
7. EV owners with no off-street parking
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Yes we need better public transport, and yes we need to make walking and cycling attractive options, and yes we should encourage a shift to cars with less emissions, BUT WE STILL NEED MORE CAR PARKS!

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Comfortable, well designed urban centres, to encourage people to linger.

Q3. **Is there anything else you would like to tell us about the objectives?**

Jan Ghel said to double the people in a space, get twice as many people there or get the same number to stay twice as long. Make urban centres more pedestrian friendly (trees, wide footpaths, street furniture etc.) to make urban centres more friendly to people.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

The impact of private parking provision. Can a levy be placed on these? Say $5/day that can be used to reduce public transport costs?

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

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. New dwellings/homes built after 2020

5. Other pre-2020 dwellings with no off-street parking

6. Businesses located with the zone

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

its important to have objectives i can tell you something.

Q3. **Is there anything else you would like to tell us about the objectives?**

Yes, I will like to tell you about the objectives, please let me visit to see you for an appointment with you please in April 2020.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

oh well i will like to say something about the problem is the issues.

Q6. Is there anything else you would like to tell us about the principles?

Yes, i will like to tell you about the principles and will need to see you when you have an appointment with you please. thanks

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Neutral

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

its very big high priority for everyone and what important to the people want

---

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

slow prices and expensive about the prices cost

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Other (please specify)

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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

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

None of the above

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

talk to the residents parking scheme and what they want to say....

Q20. **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 seems unreliable to me

Public transport route has too many transfers

Other (please specify)

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

None of these, I use public transport regularly

I don't feel safe using public transport early in the morning/late at night

I need my vehicle for work

Using public transport is difficult when travelling with young children/babies

---

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

I don't have a bike or want to purchase one

None of these, I walk/bike/scooter regularly

I have to make multiple stops or multiple journeys

Other (please specify)

I live too far from where I'm going to walk or cycle

I am not able to physically access these modes of travel due to my personal circumstances

---

Q22. **Do you have any final comments about the topics raised in this submission?**

yes i will love to know the topics are more important and email me to see you and need to talk with you in our appointment. thanks

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

it probably wouldn't be a popular change, but reducing availability of suburban on-street parking would encourage people to own (and use) fewer cars. If it were up to me I'd go "if you don't have, or can't buy off street parking at home - then you can't have that (often extra) car"

Q3. **Is there anything else you would like to tell us about the objectives?**

I'm concerned about this survey - I think intuitively people expect "important/good/best" to be at the right-hand side of the table. I initially filled this in with the opposite choices (eg. selected "very unimportant" where I'd intended "very important"), and had to come back and change when I realised how this is formatted.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

this may be better suited to another page, none the less:- Parking fines are too low. I know many people who's attitude to parking time limits is "doesn't matter if I over-stay. It's only a $12 fine *IF* I get caught".

Q6. Is there anything else you would like to tell us about the principles?

some of these are very ambiguous questions - like really, what does "align council operations with the parking policy" mean to the average wellingtonian??

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

I don't think motorcycles should have priority any different to cars, for one thing

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Businesses located with the zone
4. All existing dwellings with 1 or more off-street space
5. New dwellings/homes built after 2020
6. Other pre-2020 dwellings with no off-street parking
7. Pre-1930s houses or pre-1940s apartments with no off-street parking
8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

I don't really believe the ranking I've given above, but I have to complete it. I think suburban on-street parking should heavily discouraged, especially on wellingtons narrow windy streets like totara rd/nevay rd in miramar. Households with 2 or more cars should be particularly discouraged. Better enforcement is needed too - I see cars half-on footpaths all the time. No one fears doing that, because they no there's no repercussion.

Q20. What deters you from using public transport? Please select all that apply.

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

left off the "discouraging factors for public transport use" was the monumental screw-up in 2018 redesigning the bus network. Spending a fortune to take a system that was adequate and turn it into one that is far from adequate. I used to take the bus daily, that stopped me using the bus at all. And left off the "active transport" is safety - wellingtons roads have many, many places it is not safe for pedestrians / cyclists / microcommuters, and there are a lot of drivers out there who ignore the safety of those groups.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Cost, hours of travel on public transport would greatly affect the demand for parking.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

The one problem i see with this is that for example free parking along the waterfront might disappear and the less wealthy will be disadvantaged and less likely to come to certain areas because of cost.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Businesses located with the zone

4. Second permits

5. All existing dwellings with 1 or more off-street space

6. Other pre-2020 dwellings with no off-street parking

7. New dwellings/homes built after 2020

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I think the hours when the permit applies should be longer and they should be checked more in the late afternoon evening.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

---

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Efficient and affordable public transport Proximity of public transport to amenities

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Fantastic!

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide car share, mobility and micro-mobility on-street parking spaces

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)

Q18. **Allocation of residents parking permitsPlease 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.**

1. All existing dwellings with 1 or more off-street space

2. Mobility permit holders

3. New dwellings/homes built after 2020

4. EV owners with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. Pre-1930s houses or pre-1940s apartments with no off-street parking

7. Businesses located with the zone

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Not every dwelling necessarily needs an allocated on street or off street park (can be dependent on the occupant or for new devlopments- dependent on the developers intention for the dwelling or use types). If public transport proximity and affordability deliver easy alternative transport modes we shouldn't encourage more car parking even in residential zones.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

So happy to hear this is finally being tackled by Council! To endorse such change task a bold step and will eventually lead our city to better outcomes for all as the city grows and develops. Accessibility, affordability and proximity are critical.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Very unimportant
Support business wellbeing	Neutral
Support city amenity and safety	Very unimportant
Support access for all	Neutral
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

Support reduction in private vehicle use. Support most space, emissions efficient movement of goods and people.

Q3. **Is there anything else you would like to tell us about the objectives?**

The council should be transparent and direct about the goal to reduce private vehicle use.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very unhelpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Have a cap/sinking lid on the number of parking spaces.

Q6. Is there anything else you would like to tell us about the principles?

I disagree that changes should be linked to improvements in the transport system. Removal of parking spaces is an improvement in itself and shouldn't be reliant on other changes to be implemented. Access should not prioritise people who cannot use active or public transport. Those people should be considered but prioritising a small minority will prevent the council from delivering on a high quality active and public transport system. Providing information about parking space availability is about facilitating people to drive their private vehicle and park. We should not be investing is supporting behaviour we are trying to reduce. The assumption should be that people are not going to drive, so we don't need to tell them if car parks are available.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

There should still be a base price for low demand, that doesn't go too low.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

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.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Wellington City Council needs to do more to get cars out of the central city. Vehicle parking should be removed so that drivers do not try to drive and park right outside shops. Other cities in New Zealand and overseas learnt this a long time ago and Wellington needs to get with the times and catch up.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

not answered

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

not answered

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think across the board you need to reconsider where residents are in the priority - if they don't have places to park, they will use parks in other areas and use public transport - sucking twice the resources.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I think that's relative - I would support increasing parking rates for visitors and commuters but not for residents. Residents have no choice about where to put there car - but commuters and visitors could choose alternatives to driving.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. New dwellings/homes built after 2020

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. EV owners with no off-street parking

6. Businesses located with the zone

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

If you give priority to EV owners you give priority to people with significantly higher economic status. And why should the age of the dwelling affect your priority - if you are a renter you have no control over whether you have off street parking.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

More parking space for people popping in and out of the city for less than an hour

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. Businesses located with the zone
5. All existing dwellings with 1 or more off-street space
6. EV owners with no off-street parking
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I need my vehicle for work

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. Council's Central City Off-Street Parking **High** **parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.** **To what degree do you think we have this correct for Council's central city off-street parking?**

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Suggest that Auckland's model be used - longer than 2 hours, the price doubles (maybe 1 hour for Wellington?). This encourages parks to flow

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Q17. **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.** **For more in depth information regarding** **the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Q18. **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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. Mobility permit holders

4. EV owners with no off-street parking

5. All existing dwellings with 1 or more off-street space

6. Second permits

7. New dwellings/homes built after 2020

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Sensible cost increases which actually reflect the cost of running the scheme

Q20. **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 seems unreliable to me

Public transport route has too many transfers

I need my vehicle for work

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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
If a second permit is issued for the same household, the second permit is more expensive
Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. EV owners with no off-street parking
4. Mobility permit holders
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

No

Q3. **Is there anything else you would like to tell us about the objectives?**

No, seem broad enough.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Under central city, I would like to see Motorcycle spaces prioritised as high. As motorcycles emit approximately half the co2 of passenger cars, and occupy approximately 1/6th the space it seems like they should be encouraged to reduce emissions, congestion, and free up parking spaces.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

It appears to recommend placing charges on motorcycle parking, which would deter people from using this transport method, into passenger cars, which take up more space, emit more co2, and create more congestion on our roads.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

None of the above

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

No

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport is too expensive

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

My main objection is to implementing fees on motorcycle parks and reducing their availability. This is on the grounds that it will force people who aren't able to practically catch public transport due to family or location situations, into passenger cars. Motorcycles emit ~half the co2 of a passenger vehicle and take up ~1 8th the space. Encouraging their use free's up the air, the traffic and the parking spaces available when they arrive. Thank you.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

The council seems to be hell bent on persecuting drivers, is it your aim to get us all using a horse and cart? There are other issues that need to be addressed, like the sewage that is being pumped into the harbour. Sort that out, make sure you are spending our money wisely, not on crackpot ideas. You should also ensure that the council runs very efficiently from a resource and cost perspective.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

That drivers of vehicles are not evil and should not be persecuted for driving a vehicle. If the public transport system actually worked and was reliable then maybe people wouldn't choose to drive some of the time

Q6. **Is there anything else you would like to tell us about the principles?**

The principles all seem biased towards your own not so hidden agenda that you'd be quite happy to ban pretty much all vehicles from everywhere in the city, whether that be by providing no parking, speed restrictions, or charging extortionate rates to use the ever reducing parking facilities.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

None of the above says what the mix of the choices are, other than you consistently see light passenger vehicles as the lowest priority, even in residential areas. You are going to drive people away from the city with this biased approach, I suspect retailers and the hospitality sectors have already experienced a reduction in profits from the point you removed the free 2-hours parking at weekends.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

It seems that you are intent on fleecing as much money out of people as possible

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. Second permits
4. Other pre-2020 dwellings with no off-street parking
5. All existing dwellings with 1 or more off-street space
6. Pre-1930s houses or pre-1940s apartments with no off-street parking
7. EV owners with no off-street parking
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive
Public transport is too far from where I live or from my destination
Public transport seems unreliable to me
Public transport route has too many transfers
Using public transport is difficult when travelling with young children/babies
When the weather is bad, I choose to use my private vehicle

Q21. **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
I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

This sounds like a good idea

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. All existing dwellings with 1 or more off-street space
3. EV owners with no off-street parking
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Businesses located with the zone
6. Other pre-2020 dwellings with no off-street parking
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Permits should be limited to one per household. Also, residents should be forced to park in their own residential area (eg a lot of Mount Victoria residents are currently parking in Roseneath taking up residents' spaces here)

Q20. **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 seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Ensure fair use of available parking

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

It is not clear what the definition of central city and city fringe is. Is central city the cbd?

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. Mobility permit holders
4. EV owners with no off-street parking
5. Second permits
6. All existing dwellings with 1 or more off-street space
7. Businesses located with the zone
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

The garage ratio idea actually reduces availability as people use their garage for non-parking

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

I believe the objectives can clearly outline the health benefits of creating a more people friendly city. Cities across Europe have been building infrastructure to support the hierarchy of people before cars and have a number of case studies providing evidence of the positive impact on peoples health/happiness. Wellington is in a perfect position to model itself off cities like Utrecht/ Groningen in Holland or bigger cities like Paris who are making bold moves to pedestrianise parts of the Seine.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Please consider more protected areas for bicycle parking and potentially increasing the priority of motorcycle parking to alleviate traffic congestion.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

Introduce online application and permitting system

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Q18.	**Allocation of residents parking permitsPlease 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.**	1. Mobility permit holders
		2. Pre-1930s houses or pre-1940s apartments with no off-street parking
		3. Other pre-2020 dwellings with no off-street parking
		4. EV owners with no off-street parking
		5. All existing dwellings with 1 or more off-street space
		6. Businesses located with the zone
		7. New dwellings/homes built after 2020
		8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20.	**What deters you from using public transport? Please select all that apply.**	Public transport is too expensive
		Public transport seems unreliable to me

Q21.	**What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**	None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I think this will only be accepted by the public if you find an efficient way to inform people about this before parking, walking to the meter, and getting a bad surprise. I don't really use my phone to navigate in the car, although a good app for "find a cheap car park for 2h" would be an incentive for that. Please don't try to do this app yourself, integrate with the big players if possible. Usability is key with these things, particular in a car context.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. EV owners with no off-street parking

3. Mobility permit holders

4. Other pre-2020 dwellings with no off-street parking

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

On the format: I enjoyed the video, clear comms while keeping it simple. The FAQs were great as well, looks like you actually tried to find out the "frequently" part :) I've read about half of the "Parking Policy 2020 Statement of Proposal" doc, but I usually do most of my reading on the phone. Landscape PDFs are the worst for that.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Somewhat unimportant
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

Equality for all users

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Motor cycles have less imact than most other vehicles but are not given parking priority. Many new bikes will be EVs too. Very short sighted policy making considerations.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Very devicive and targets commuters unfairly

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. New dwellings/homes built after 2020
4. Businesses located with the zone
5. All existing dwellings with 1 or more off-street space
6. Mobility permit holders
7. EV owners with no off-street parking
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

I live too far from where I'm going to walk or cycle

Q22. **Do you have any final comments about the topics raised in this submission?**

Think multi-level innovative solutions that don't penalise commuters who are essentially the life blood of a city. Stop over charging for parking as a secondary council income. Be more motorbike friendly to reduce the number of cars used for commuting.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

1. Provide an efficient parking service to residents and visitors (I am staggered that this is not the first objective on your list)

2. Retain Wellington's character as a small city that is easy to get around by car, both for driving into the CBD for short visits, and driving through the central city to get to destinations across town (the topography does not allow for a ring road to avoid the CBD)

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Short stay parks appear to be generally prioritised a bit low eg they should be top equal priority for suburban centres

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Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

I need my vehicle for work

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

I have to make multiple stops or multiple journeys

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Neutral
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat unimportant
Support access for all	Neutral
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Why on earth are you wasting time and money on "urban design features"?

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Until you fix the appalling bus situation, raising prices on parking is pure money-grabbing

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. Mobility permit holders

4. EV owners with no off-street parking

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. New dwellings/homes built after 2020

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. 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 seems unreliable to me

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

I am not able to physically access these modes of travel due to my personal circumstances

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

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

No

Q3. **Is there anything else you would like to tell us about the objectives?**

No

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Ensuring parking contributes to the local economy

Q6. **Is there anything else you would like to tell us about the principles?**

no

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Short stay car parks should take priority everywhere.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. All existing dwellings with 1 or more off-street space
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. New dwellings/homes built after 2020
6. Other pre-2020 dwellings with no off-street parking
7. EV owners with no off-street parking
8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

I need my vehicle for work

Q21. 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

Q22. Do you have any final comments about the topics raised in this submission?

A lot of people are put off going into the city on weekends due to pay parking. This needs to be scrapped to revive the CBD and to provide support to business located within the CBD

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Neutral
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

Allow every resident to have convenient parking at their place of residence

Q3. Is there anything else you would like to tell us about the objectives?

I do not understand how they relate to parking - all sound very loose

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. Are there any principles you think we have missed?

Let residents have parks rather than commuters taking them. Limit number of resident parking permits per house - some houses have 2 while flats often have many more. Do not issue coupon permits in already densely parked areas as it penalizes residents greatly.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Residents who pay a fee for annual parking coupon need to be considered over commuters who regularly do not pay and are not monitored by parking wardens. Residents pay but get no benefits while other non-payers are often not penalized. No fairness at all. Resident parks should be outside houses not further away from homes, up the road - commuters seem to get more convenient parks while residents have to walk distances with groceries etc - again not fair.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Residents should have a flat rate, especially if you are also a ratepayer. Commuters should be charged more.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. Second permits

4. All existing dwellings with 1 or more off-street space

5. New dwellings/homes built after 2020

6. Mobility permit holders

7. EV owners with no off-street parking

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Monitor it and issue tickets - no point in having rules if they are not adhered to - those that abide by them I.e. residents are continually penalized.

Q20. **What deters you from using public transport? Please select all that apply.**

I need my vehicle for work

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

No

Q3. **Is there anything else you would like to tell us about the objectives?**

No

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Other pre-2020 dwellings with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. EV owners with no off-street parking

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

For option 2 "Provide car share, mobility and micro-mobility on-street parking spaces" I do not agree with car share.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Are you guys seriously asking questions like this. I work in government and this is just weird asking the general public about how your principles link to your objectives.

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

They seem strange. I'm a motorcyclist and don't understand why you haven't prioritised this in the cbd areas but it's prioritised at council parks for example. As fuel costs go up people are turning to bikes and there aren't enough spaces for commuters. You need to encourage motorcyclist and scooter riders in the city not punish them which seems to be the strategy of your parking wardens at the moment

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

but it shouldn't be all the time. There are on peak and off peak considerations as well. It's not just about location. By the way I work in the electricity sector and while these ideas sound awesome when you talk about them like this, they become complicated by smart people. My advice. Keep it simple.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. EV owners with no off-street parking

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

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Q22. **Do you have any final comments about the topics raised in this submission?**

I reiterate my call for more motorcycle and scooter parks in the city. If you are trying to reduce cars on the roads then try and promote this.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support city amenity and safety	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. EV owners with no off-street parking

3. Second permits

4. Businesses located with the zone

5. Pre-1930s houses or pre-1940s apartments with no off-street parking

6. Other pre-2020 dwellings with no off-street parking

7. All existing dwellings with 1 or more off-street space

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Wellbeing of people? I realise this is covered in some of the other objectives but the way they're currently expressed business wellbeing appears to be elevated. Mitigating the effects of climate change should be the highest objective.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Bicycle parking should be provided where needed. More bike parks needed in the city esp with high uptake of bikes. Need more facilities like grey street bike parking.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Minimising travel delays

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I am suspicious about urban design features as these are sometimes not well thought through. A good example is the huge amount of space that was cut off in front of the City of Wellington Pipe Band hall - for the occasional walker who could quite easily walk between parked cars previously. The council officials allowed very short consultation times and then took little notice of hall user concerns and seemed intent on pursuing their own agenda.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

In light of the Covid 19 crisis I think inner city price should be reviewed and changed regularly so the car parks are well utilised, as shoppers and workers diminish. It is more important to allow some people to drive to work then force them into close quarters on public transport!

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. EV owners with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Businesses located with the zone

4. Other pre-2020 dwellings with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Support convenience for those working and shopping in the CBD

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Ensure that future plans take into account the weather. Ensure futur eplans take into the time and conveniece of commuting and shopping

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This approach penalises those on lower incomes - who are often those living futher from the city and more relait of prviate transport

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

None of these, I use public transport regularly

When the weather is bad, I choose to use my private vehicle

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Two points, Affordability is key - right now it has become a revenue generation mechanism for WCC than meaningfully address people's needs. Electric vehicle parking - the city council is sending muddled signals on this. What exactly is your ojective in enabling and encouraging EV?

Q3. **Is there anything else you would like to tell us about the objectives?**

I suggest providing contextual help to show what you mean by these objectives. For example - support shift in type of transport is too ladge and vague to indicate anything.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Differential pricing based on vehicle emissions. Use parking as a signal to encourage electric vehicle adoption - dedicated ev spaces, free charging while parking etc.

Q6. **Is there anything else you would like to tell us about the principles?**

Heaps. It is not at all clear with the above principles what the city council objectives are. Principles need to direct the design, behaviour and development of our city. these principles are are not clear enough to guide the future state of our city. Disappointed with this lack of quality in thinking.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Off street parking is a wild west zone. It needs better thinking and planning. There are blind spots in Karori, Northland where people park the cars. Accidents are imminent. Please have more thought on this. Further with the rise of autonomous vehicles ensure clear marking for OSP. Else it will cause vehicles to err and cause accidents.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Disagree and disappointed. This is a very lazy approach to pricing, there are so many variables that need to be considered and contingent on several other factors. If people cannot carry pets in public transport and need to travel to city - they have no choice but to take the car.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking
2. Mobility permit holders
3. New dwellings/homes built after 2020
4. Second permits
5. Businesses located with the zone
6. All existing dwellings with 1 or more off-street space
7. Other pre-2020 dwellings with no off-street parking
8. Pre-1930s houses or pre-1940s apartments with no off-street parking

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Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

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.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Support business operations (delivery of goods around the city)

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

This is a very complicated survey. Are you trying to not get any responses? I have a degree and find it a bit over the top for a simple survey

Q6. Is there anything else you would like to tell us about the principles?

You are missing support for local businesses. Where do the loading zones go. More are needed - does this address this. How are goods getting into cafes, bars and shops?

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

More parking at transport hubs for park and ride. Encourage the use of the great train network by providing more parking at points out of the city

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Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

You are not Uber. It would have to be very clear so it doesn't catch people out. But it sounds too hard and expensive to implement

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce online application and permitting system

Limit the number of permits issued to 85% of capacity/total available spaces per zone

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I need my vehicle for work

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

Please consider more loading zones around the city

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. Mobility permit holders

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Higher cost of permit for longer vehicle. Three categories - small; medium; long vehicle.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport route has too many transfers

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

More express buses from city to Owhiro bay please later in evening - the last express leaves the city too early.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Make initiatives cost effective but not user prohibitive

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Make payment easy and efficient.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. All existing dwellings with 1 or more off-street space

7. Businesses located with the zone

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Parking responsibly to limit impossible narrowing of drivable road.

Q20. **What deters you from using public transport? Please select all that apply.**

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

Public transport seems unreliable to me

Public transport route has too many transfers

I need my vehicle for work

I don't feel safe using public transport early in the morning/late at night

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Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Promote exploring the inner city

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

If you don't increase the amount of parking around areas like the art gallery or library, it's impossible to pay $6 per half hour at TSB Arena and you have the potential to walk 30mins or more from a free carpark. They're not accessible spaces for students or for those unable to walk that far.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

What's your solutions for any residents in central city who require a vehicle for work?

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This is making the city inaccessible. A solution would be creating a free shuttle from those cheaper areas into the city.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. Mobility permit holders
4. Businesses located with the zone
5. Second permits
6. EV owners with no off-street parking
7. All existing dwellings with 1 or more off-street space
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

I need my vehicle for work

I don't feel safe using public transport early in the morning/late at night

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I really think a fairly priced car parking building similar to Liechfield St in Chch with a shuttle that goes for example to the major tourist spots/ work places but is placed centrally will reduce the on street parking of shoppers and tourists allowing those who need to get to work/need a park to park there with ease.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Parking is being used as an agenda to change transport usage. Public transport will need to be massively improved to attract more users. Electric cars will need to be affordable before most can afford them. I'm interested in the current percentage of bike users.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This approach is likely to deter people from coming to the area. How about developing other centres so less people need to come to Wellington? The current work from home initiative will have impacts after the pandemic - many commuters will want to continue working from home. Is the objective to attract more people to Wellington or just have Wellington service its residents?

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Q18. Allocation of residents parking permitsPlease 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.

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. Businesses located with the zone
4. Mobility permit holders
5. EV owners with no off-street parking
6. Second permits
7. New dwellings/homes built after 2020
8. All existing dwellings with 1 or more off-street space

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Again initiatives that make parking harder will reduce traffic, what will the impact be on businesses? Parking ought to be prioritised for people who live and work in the street.

Q20. What deters you from using public transport? Please select all that apply.

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

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

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Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

I don't have a bike or want to purchase one

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

I think parking is being used as the tool to reduce car use - and I understand why. Parking though is not the issue. Public transport, reliability, pricing, convenience, where people live and work, remote working, where businesses establish head offices and call centres - do they need to be in a major city. Who do we want in and out of the city on a daily basis - tourists, people living within 10km radius working in city? I imagine parking feels like a simple way to "fix" the problem, and feels like the wrong approach.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

We need more parking spaces not less. Parking hubs with regular and inexpensive bus links would be good.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Businesses located with the zone

4. Other pre-2020 dwellings with no off-street parking

5. All existing dwellings with 1 or more off-street space

6. EV owners with no off-street parking

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

I live too far from where I'm going to walk or cycle

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**   1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I have some special circumstances that don't apply to many but understanding them may help with policy. We have a historic house. We CANNOT have off street parking due to WCC heritage restrictions. We work from home. We have an Interior Design business that requires house visits all across Wellington as well as the need to deliver large amounts of goods door to door. Our plan is to get rid of our car and delivery ute when we retire in 15 years and use public transport or non car options. But until then we cannot operate without them. It is hard to deliver 800kg of tiles on a bus. We rely on resident parking as we can't park off the street. This has been forced on us after we bought our house by the WCC. What are we asking for. How about an annual permit for working vehicles that gives access to resident parking and loading zones? Non permitted vehicles can then be fined for parking in loading zones, and it allows trade vehicles to take advantage of resident parking during the day when many resident cars are away. A lower rate for parking permits for home business residents. The cars are usually away at jobs during the day. In our situation where there is literally no other option and we feel a little blackmailed into paying parking permit fees by a council that won't let us have any off street parking.

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Convenience, efficiency and cost. These are all very important considerations in people's transport choices.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

More specific examples would be helpful as hard to know what these statements will actually translate to in practice

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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. Meltink have turned people off using buses since their changes make it slower and more inconvenient :-(

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This could be staggered during the day/night to focus purely on peak times and not be a blanket higher rate. I often have to park so far away from where I want to go that it is a 5-10 min walk. Other times I've just given up and gone home.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Businesses located with the zone
4. EV owners with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. Second permits
7. All existing dwellings with 1 or more off-street space
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

New dwellings built after 2020 should include off-street parking.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

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 seems unreliable to me

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Don't get rid of public parking in the city. Consideration may also need to be given to reducing or removing public parking charges after Covid-19 to encourage people to go back into the city - particularly on weekends to support those businesses affected. I'm going to try sticking to my local suburb for a while now. Good luck!!

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Some of them are mindless. "Support access for all" - really... "Support city amenity and safety" - of course everyone supports that....

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

what can the Wellington businesses afford? That is the critical question. With what is going on in the world today it is breathtaking that the council is even having these thought. All you will do if you introduce reduced access to parking is that you will kill your business rates base. The council needs to understand that New Zealanders want to drive cars for ease of shopping. To the extent that you make this more difficult you kill the city's businesses

Q6. Is there anything else you would like to tell us about the principles?

Don't try and force these plans on a public who does not want them. If you introduce them then people will shop outside the Wellington CBD, like for example the success that is being enjoyed by the shops in Petone.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

you need to make a larger allowance for commuter parking, not everyone can take the bus or the train, which by the way are of a very low service level compared to overseas experience.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

you are very clear all you want to achieve here is to force private cars off the streets. Be careful because the voters will not accept this. It is another revenue gathering exercise.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

If a second permit is issued for the same household, the second permit is more expensive

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Businesses located with the zone
2. New dwellings/homes built after 2020
3. Other pre-2020 dwellings with no off-street parking
4. All existing dwellings with 1 or more off-street space
5. Second permits
6. Mobility permit holders
7. Pre-1930s houses or pre-1940s apartments with no off-street parking
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

I live too far from where I'm going to walk or cycle

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Businesses located with the zone

3. Other pre-2020 dwellings with no off-street parking

4. Mobility permit holders

5. All existing dwellings with 1 or more off-street space

6. New dwellings/homes built after 2020

7. EV owners with no off-street parking

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport route has too many transfers

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

The survey doesn't really touch much on safety. It's there as a high level but could do with some more specifics. Otherwise it will lose value.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Make the city a nicer place to live and work. Make the city more attractive to tourists and travellers.

Q3. **Is there anything else you would like to tell us about the objectives?**

Right now, I just want to get home from work without being killed.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Get cars off the roads so traffic can flow and it's safer for other road users. And don't be lazy and hand it over to private companies like Wilson. We should have council owned and operated parking buildings. They're relatively cheap to build and maintain, they can be automated and any profit can be funnelled back into Wellington, not some overseas owner's pockets.

Q6. **Is there anything else you would like to tell us about the principles?**

Privatisation of parking buildings is just plain wrong. It's city infrastructure! We shoudn'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.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

I'd like to see on-street parking removed for all cars - imagine how nice our streets would be. But what's the solution for residents who don't have off-street parking? Closer to the city, maybe these people don't need cars right outside? They could have parks in the council buildings (see earlier comment) and use alternative transport (bus, bike, walk) to get them them when required? Being close to the city, they shouldn't need them every day.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Seems like a good idea, but you need to let people know in advance of a trip what the price will be. It seems like it will be hard to manage. If I'm driving into town for dinner, I'm not going to be happy if I get there and find parks have gone up in price since I left. Will anybody really drive away to find a cheaper park? Probably not, they'll just pay more. It won't solve the congestion issue, it'll just hurt people's pockets more. And sometimes you need a park nearby because you have kids or stuff.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Mobility permit holders

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. Second permits

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

See previous. Could residents close to town be given parks in council parking buildings? Being close to town they shouldn't need to use their cars most days. Then when they DO need them, they can use alternative transport (bus, bike, scooter, uber) to get to them. I see way too many cars in suburbs like Aro, Newtown, Mt.Vic etc that sit for months on end without being moved. It's an eyesore and an enormous waste of space which could be being used by actual moving traffic. For the sake of a few parked cars that are rarely moved, you're impeding the flow of thousands of vehicles.

Q20. **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

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Public transport needs to be better. I catch the EastWest Ferry when I can, but it's expensive. Buses are too unreliable. I ride my bike home from WLG to Eastbourne and it's absolutely terrifying. Parking is the main point of this survey, but it's all interrelated. If it's easy for people to use alternative transport, they won't bring their cars, then there are less issues with parking. Fix the bike lanes between the Hutt and WLG city. It shouldn't be too hard. There's a dedicated lane for some of the way, but it's difficult to get onto, and suicide to get off of. Go back to multi-story parking buildings - owned by the council. Parked cars on the roads just clog things up.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Q18. Allocation of residents parking permitsPlease 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.

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. Mobility permit holders

4. EV owners with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I live in Thorndon where the residents parking seems manifestly unfair. The Chinese embassy gives resident parking stickers to staff who don't live in the area. Other Thorndon residents drive to other residents parking, because they are lazy. Flats and houses with many occupants with many occupants and offstreet parking get permits while others with no vehicle access don't get them. People turn up and park because they know parking wardens don't come, or won't turn up fast enough to catch them. The areas are too big. One outside our property is too small to fit two vehicles, the other is too small to fit four. But they all try, and end up giving us very little room to turn in and out.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

There are too many cars for the parks, cars are way bigger than they used to be.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Move away from using the road for parking cars, and instead re-purpose it for transport use, specifically for cycleways.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

None of the above

Provide car share, mobility and micro-mobility on-street parking spaces

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Businesses located with the zone

2. New dwellings/homes built after 2020

3. Second permits

4. All existing dwellings with 1 or more off-street space

5. Mobility permit holders

6. EV owners with no off-street parking

7. Pre-1930s houses or pre-1940s apartments with no off-street parking

8. Other pre-2020 dwellings with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Yes you didn't have the category of 'remove residents parking scheme'

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Overall its a not the best survey unfortunately. For example to doesn't address: *** if we should have so much car parking on the street. *** you don't question if we should still having Residential Parking. *** re cycleway inftrastructure - you didn't address that people have to drive to work (and need parking, both at work and at home) because there is no safe high-quality cycleway infrastructure.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very unimportant
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

No

Q3. **Is there anything else you would like to tell us about the objectives?**

Central Government is currently consulting on its draft land transport gps, so the objectives and policy principles of this draft parking policy should be considered against the four strategic priorities in that draft gps.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

I think that the price-based methods are important to consider as they can be effective but also inequal.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

All zones should have active and public transport in the highest priorities. All zones should list short stay parks and residents parks and commuter parks as the lowest priority in every category. For example in the city centre, short-stay parking is listed as a high priority. Another example is that in outer residential zones, the bicycle and motorcycle are listed as low priority. In the suburban centres, the bus stops, the bicycle and motorcycle and all ride-sharing should be highest priorty.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Pricing structures are good under the principle of 'user-pays' but is not particularly effective at reducing all demand, but rather causes inequality where those who can afford to pay for parking have access, and the poorer people are excluded. Increasing charging is a good idea and I support its use to reduce the bulk of parking demand, but it is not proposed as a sole tool (which is a positive).

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

If a 'Household A' chooses to not own a private motor vehicle as an altruistic act to contribute to a healthier city with less emissions and congestion, that house should be given one parking space that they can leave empty, rather than 'Household B' having two cars, and still causing the same poor streetscape.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

The draft policy does not do enough to reduce private vehicle use in the city, and will essentially reshuffle the existing pack of cards, rather than lead to meaningful change. There needs to be a gross reduction in the provision of car parking, opening lots of space for active and public transport.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Parking time limits on Residential streets, 4 hours max (i.e. visiting the area for social or recreational reasons). If anyone wants to park longer than that they need to pay for it. Including residents - they need to buy a permit and have a spot available to them fairly close to their house. Problem is when a property has high density and all the occupants own a car - they all need to be allowed to buy a residential parking permit if they can prove that is their primary residence.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport route has too many transfers

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

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.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

no

Q3. Is there anything else you would like to tell us about the objectives?

no

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

no

Q6. Is there anything else you would like to tell us about the principles?

no

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

no

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

no

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. EV 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
5. Second permits
6. Businesses located with the zone
7. New dwellings/homes built after 2020
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

no

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I would like to drive to Oriental Bay and the car park near the Freyberg Pool in the weekends for exercise (running) and think the parking for this should be free.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Support sustainable transport policies Support pollution reduction policies

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Avaiability already drives parking behaviour

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. EV owners with no off-street parking
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

Support an inclusive city where people can safely choose to walk, ride, scoot.

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

Be prepared to remove parking... it takes up space that could be used for walking, cycling, ...

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

You need to be prepared to remove parking spaces.... or only off street parking.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

It all seems like revenue gathering, you are not thinking about the people who walk, cycle, etc. Getting Wellington moving will require less cars parked on the roads so they can be used for moving.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Other pre-2020 dwellings with no off-street parking
3. EV owners with no off-street parking
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. New dwellings/homes built after 2020
6. Businesses located with the zone
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Discourage off-street parking conversions as they degrade streetscapes and privatise parking space (conversions don't generally increase parking capacity)

Q20. What deters you from using public transport? Please select all that apply.

None of these, I use public transport regularly

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Support community resillence

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Support reallocation of existing parking space to other uses e.g cycle or scooter parking, gardens/tree planting, community space

Q6. Is there anything else you would like to tell us about the principles?

Variable charging (widen peak period, CBD levy) should be considered to encourage park & ride and spread usage evenly across the city.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

The impact of commuter parking and resulting vehicle movements on streets adjacent to coupon parking areas can be really significant e.g large numbers of vehicles from outside Te Aro looking for free parks. This can have a significant impact on the safety of streets for pedestrians and vulnerable users and the environment and should be discouraged. Parking provision, except where it aids mobility/accessibility, is a privilege not a right.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Supporting business well-being must be reviewed with potential mode-shift to walking and cycling in mind, not solely from a car-parking perspective. Overseas examples show that making businesses more accessible to people on foot and on bikes can increase business profitability, however this is often overlooked by businesses who feel that most customers arrive by car.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

The most important one here is regarding the need for being efficient rather than just increasing supply. I'd love to live in a Wellington where parking is not allowed and not even considered in places which should be primarily for efficient movement of people on bicycles, mass transit or on foot.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

I may have misread this, but bus stops should have a high priority at community facilities. Standard short stay Parking (non-mobility) provided close to the entrance to community facilities incentivises car use. Having bus stops conveniently located incentivises public transport use, Freyberg Pool is a great example, Wakefield Park is a poor example where the nearest bus stops are inconvenient.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

This has to be regularly reviewed, please built an annual review process into how parking is priced as behaviours change in response to pricing.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. All existing dwellings with 1 or more off-street space
3. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

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.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Prioritise access for people with disabilities. It belongs at the top of the hierarchy, alongside pedestrians. Strengthen the focus on our transition to a zero carbon city by 2030.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

I can't see any consideration of Te Tiriti in the discussion document. Suggest you get some advice from Tiriti partners.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This is consistent with Donald Shoup's advice. See https://www.goodreads.com/book/show/101843.The_High_Cost_of_Free_Parking

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

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. New dwellings/homes built after 2020

6. Businesses located with the zone

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

It's not clear why residents should have priority over others. Other Council services are not offered on that basis. What's the logic here? Spell it out in the policy.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Thanks for the opportunity to have a say. This is is vital policy for shaping how our city works better. I understand that Covid concerns take precedence right now. I encourage the Council to make sure people have the opportunity to have their say, but not to unduly delay introduction of the parking policy. It's a powerful tool in driving transport change, and improving our lives.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Second permits

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

I don't feel safe using public transport early in the morning/late at night

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Clearways to allow two way access from suburbs close to the city.

Q3. Is there anything else you would like to tell us about the objectives?

Many suburdan streets are blocked by parked cars belonging to people bring their cars into wellington for work rather than using public transport. Since the lockdown this probelem has gone away which shows most of the psrking problems are caused by people bring their cars to work and parking in the suburbs close to the city.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

Safty issues caused by parking to be considered. E.g. reducing one-way situations, providing give way signs where streets are reduced to one-way situations, limiting speed where roads are reduced to one lane,

Q6. **Is there anything else you would like to tell us about the principles?**

Provide off street parking areas for commutes. E.g. Using park of Appleton Park for parking so streets can be clear.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Commuter parks to be restricted by clearways during the day and more coupon parkings.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Other pre-2020 dwellings with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Residents that have garages should use them for parking their vehicles and not for storage.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Yes, please address commuter parking in the suburbs close to the city so the streest are not reduced to one way. Also address safty issues of where commuters park.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Changing the pricing won't influence how long people need to stay in a park for. If you have a 30min appointment it is 30mins, regardless of how much the parking costs

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20.	**What deters you from using public transport? Please select all that apply.**	Public transport timetable doesn't suit my schedule
		When the weather is bad, I choose to use my private vehicle
		I have to make multiple stops or multiple journeys

| Q21. | **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.** | Multiple people come with me on this journey |
| | | I have to make multiple stops or multiple journeys |

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Short stay parks are also needed for visitors to city fringe residents. City fringe should not be used for commuters or other long stay parking.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Coupon parking is too low and should be increased to shift commuters to public transport.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

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. Second permits

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

New builds without off street parking should not qualify for residents parking permits - this is part of the price residents pay to live in these properties. An audit should be completed of resident parking permit holders who have off street parking but choose not to use it.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

I would love to use the train for all my trips into the city but regularly find them out of action when I want to use them (off peak and weekends).

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This approach is a barrier for for people on low incomes and with mobility needs. It would actively discourage people from participating in the vibrant city that we live in

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Businesses located with the zone

4. EV owners with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

When the weather is bad, I choose to use my private vehicle

I need my vehicle for work

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This can't be nearly real-time on an hourly or daily basis - it must be at least by month so that people are clearly told about or can find out about the charging areas in advance.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. EV owners with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination

Other (please specify)

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

Covid-19 is going to change patterns of behaviour. Demand for parking may not be a problem in the short/medium term - on the contrary, people will need to be encouraged to go into the CBD to shop, eat and visit museums etc

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Not that I can think of.

Q3. **Is there anything else you would like to tell us about the objectives?**

The first objective 'Support shift in type of transport used' seems pointless in itself. I would see it as something which enables the others.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

No

Q6. **Is there anything else you would like to tell us about the principles?**

No

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

No

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Q18. **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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

It would be great for it to be very clear whether you can park freely. Sometimes look at the signs and still am not sure, this is especially in areas with coupon parking. Maybe this won't be the case with what WCC comes up with, but clarity is very important anyway!

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

I think that new housing should not be entitled to free parking on the street. In Japan you can only buy a car if you have a permit that proves you have somewhere to store it privately. As far as I am aware new dwellings in the suburbs must have 1 off-street carpark, but so often the residents will have at least 2 cars which means one on the street. Since new dwellings tend to be in-fill builds in existing suburbs it makes for really congested streets. Also, often people have off-street parking but don't actually use it, preferring to park on the street. In major arterial routes such as the Karori Road this space should be used to widen the street in order to provide bus lanes. Free and secure bike parking outside public facilities is also really important as it makes this mode a much more attractive alternative to cars. Perhaps WCC could look at finding ways to assist businesses/workplaces to provide this to their staff. I think it's important that tradespeople be able to park easily for a few hours outside where they need. I don't suggest they be allowed to park as long as they want day after day for free if they are working on a long job for which another arrangement may perhaps need to be found, but I would like to see them find places with some ease. They have a lot of heavy equipment and are important to us all from time to time. I'm very much in favour of swapping car parking for dedicated bus lanes on routes where they run. Thanks!

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

No

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Short term loading zones need to be in Medium group.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

Introduce online application and permitting system

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

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Support access for quick trips?; Support access for tourism (eg freedom campervan parking)?; Support access for campervan / trailer parking?

Q3. **Is there anything else you would like to tell us about the objectives?**

I feel that you're 'squaring off' objectives against each other by making them so simplistic. There's a big divide between commuting and short trips. For example, I live in Newtown where the bus travel time to CBD is more than double the time of a car trip. During the week have no problem taking the bus when I travel to the CBD for work because I'm going to be there for 8+ hours. However, if I want to meet someone in town, I'm not going to give up 80 minutes just to support mode shift. Instead, I'm going to drive and will want a short-term car park so I can support a local business.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

I think that there's a risk in making your prioritisation hierachy too rigid and will unfairly benefit some and unfairly detriment others.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I strongly oppose the use of parking spaces for a) taxi stands, b) EV charging and c) car share. Firstly, with the wide availability of app-based taxi services, there's no longer a compelling argument for council space to be used for taxis--it's actually counter-productive to allow vehicles sitting idle when you should be encouraging them to maximise their turnover. Second, EV charging and car share schemes could easily utilise private car parks. EV charging can also be done at many other locations, so there's no reason council should get involved. I'd change my view if the private car parks refuse to allow EV charging companies to install their equipment.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. Businesses located with the zone

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. EV owners with no off-street parking

7. Second permits

8. New dwellings/homes built after 2020

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Limit the number (and size) of motorhomes & caravans / utility trailers / boats, etc. that can be parked on streets. There's a motorhome on my street that easily takes up 2 spaces and there are at least 2 trailers that I can't recall ever seeing move. Regarding the EVs, I would only support this if they installed charging stations or otherwise needed a dedicated spot so they could run an extension lead to their car.

Q20. What deters you from using public transport? Please select all that apply.

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

Throughout the policy, you make allowances for EVs. That seems like a tax on those who can't afford them. In my case, I won't buy an EV because I'd lose money on my car and my use case doesn't support buying one (they're far more suitable for short trips than long road trips). In addition, you should be priortising mode, not technology (IE public transport, not EV vs ICE). Also, back to the priortisation, there should be priority for more rapid transport than dedicating parking spots for frequent bus stops. Next, in Newtown, there are many multi-unit dwellings and allowance should be made for # of adults, not simply # of households. Lastly, you 100% should be mandating new dwellings be built with car parks. There are new apartments and new homes being built today in Newtown with no carparks--that's absurd and I'm certain it will increase demand on an already-stretched community.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. All existing dwellings with 1 or more off-street space

4. Second permits

5. Pre-1930s houses or pre-1940s apartments with no off-street parking

6. Other pre-2020 dwellings with no off-street parking

7. Businesses located with the zone

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

No

Q3. **Is there anything else you would like to tell us about the objectives?**

No

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Motorcycle parking should be prioritised more as should bicycle parking.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Paying for parking needs to be simple - credit card should be able to be used everywhere and not incur disproportionate fees

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. EV owners with no off-street parking

6. Second permits

7. New dwellings/homes built after 2020

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

All of the objectives are important, however I think those that relate to climate change and actions to address it should be prioritised higher than the others.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

It's not clear whether the following text in Principle A means that it's possible for parking changes to delay transport changes or visa versa. For example the delay on the Newtown connections cycle planning until this new parking policy has been agreed. "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."

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

A definition of key transport routes would be useful. Karori Road and 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.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Could there be differential pricing for different vehicle types? For example cheaper for smaller, less polluting vehicles (not just EVs) and higher for larger, more polluting vehicles like SUVs and utes.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

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

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I am pleased to see this from page 13 of the Discussion Document. "Active modes…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." I hope that this will be included in the forthcoming Transport Strategy 2020–2050 and that delays on roads such as Upland Road in Kelburn and Karori Road will soon be improved by removing parking and allowing the space freed up to be used by active and public transport modes. This would be a quick win. Page 16 of the Discussion Document discusses considerations for the area based approach and includes 'current and proposed transport system improvements'. This should be altered to consider improvements that are needed but not currently proposed. For example, there is little proposed to improve cycling between Karori and the city centre and there is an increasing need to do so. Outcome measures are discussed on page 17 of the Discussion Document. They include reducing carbon dioxide emissions from vehicles. Other air pollutants should also be measured. Park and ride only applies to train travel. Is there any scope for park and ride by bus?

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

We support the proposed objectives of the Parking Policy

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

We support the proposed principles of the Parking Policy

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

We support the high priority value attached to mobility car parking spaces throughout the Parking Policy. 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.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Ensure there is a process for individual residents to request mobility car parks in residential areas.

Q20. **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

Q21. **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

I don't have a bike or want to purchase one

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

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 policy documents.

Submission from CCS Disability Action Wellington Raewyn Hailes Received 9 April 2020

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. 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 then 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. To what degree do you think we have this correct for residential areas?

not answered

Q12. Council Parks, Sports, Recreation & 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. To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

not answered

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands. To what degree do you think we have this correct for Council's central city off-street parking?

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

I support the proposal to remove on-street parking from key transport routes. On-street parking on key transport routes is a safety hazard and inhibits the movement of vehicles including bikes and buses. An example is Raroa road, which is a key transport route between the central city and western suburbs including Karori and Wilton. On-street parking on this road often reduces the road to one lane (for example in the section between Moana road and Plunket street), causing traffic in one direction to be halted. This creates the risk of traffic accidents, heightened by the road's blind corners, and is particularly dangerous to cyclists. It delays buses and other traffic, wasting time and reducing the city's productivity. The proposal to remove on-street parking from key transport routes like Raroa road would: • facilitate a shift to cycling and public transport • support safe movement • support business wellbeing • support city amenity and safety.

Tim Sparks Received 14 April 2020

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. **Do you have any final comments about the topics raised in this submission?**

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Rather than in low-demand areas "to encourage people to park" I suggest "to enable people to park". Encouraging parking means encouraging private vehicle use, which is inconsistent with other WCC policies.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Businesses located with the zone
5. All existing dwellings with 1 or more off-street space
6. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I think the age of a building is not relevant, so where I've shown no priority in q18 they are all 3=.

Q20. What deters you from using public transport? Please select all that apply.

None of these, I use public transport regularly

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

- Provide low-cost means to travel quickly around the city. - Provide a discussion about the fairness of road space allocation

Q3. **Is there anything else you would like to tell us about the objectives?**

If you look at road space allocation, parking is a highly economically unproductive use of space. This is not currently discussed at all in any of these objectives.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I appreciate how you've structured this, and agree with the framing.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Per the work of Donal Shoup, the pricing should be reviewed frequently (ie. every three months) and beyond basic costs, the additional revenues should be dedicated to the area that the revenue is collected. This way, we get buy in from the community that the 'parking costs' will be spent in their area.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Resident parks should be marked to market rates, even if they carry some sort of a discount. This is not private space - these people don't 'own' their parking. It's a public resource. Per the work of Donald Shoup, any increase in revenues in these areas should be offset against rates to increase resident buy in to the increase in costs/reduction in parking supply. Finally, all arterial roads should have bike/micromobility lanes to provide safe movement for those engaging in mode shift. This is currently not priced in, and half the shitfights that residents have is because they all get free/massively subsidised parking. If there was a way to more accurately price this resource, then the discussions about bike lanes would be a lot easier to have.

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

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.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Very unimportant
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat unimportant
Support access for all	Very unimportant
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Limit the number of permits issued to 85% of capacity/total available spaces per zone

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Great policy - go hard and go early...so that other improvements can be made to the roads

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Space utilisation in general should be a priority - i.e. freeing up space for other modes by reducing space for parking. Given COVID-19 and the Government's tactical urbanism package, the need to reprioritise space away from cars has never been greater - and parked cars take up an enormous amount of space.

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

In outer residential areas, I would prefer bicycle/micromobility parking to have the medium priority.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

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 with the zone

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I am very pleased to see that WCC is taking a systematic approach to reallocating space away from parking and towards active modes and public transport. However, mobility and access issues need to be thoughtfully addressed while doing so, for reasons of both justice and political acceptability.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

They're confusing and unclear. I'm not entirely sure what they actually mean.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Neutral

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I have put neutral for every answer because I find the questions very confusing. It's not about the area - it should be about the type of street or road it is. An arterial road in an 'outer residential area' should still be prioritised for movement.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

What about car-share schemes? Presumably they would have permits as well?

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I would love to sell my car, but I still need one from time to time. The best thing that could happen to finally push me to selling my car would be a decent car-share scheme in the suburbs.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Reduce car ownership.

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

Non-accessible parking supply should shrink over time as a principle.

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Move EV chargong spaces into lowest priority for all questions. Move short stay parks into lowest priority for all questions. Residents parking should never be a high priority and should not be free citywide. Off street parking should also be part of an overall principle of parking reduction over time.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I agree that pricing should be responsive to demand. I feel strongly that there should be no place, bar private property, that parking should be free at any time. Even car ownership storedon private property should incur a rates component for better targeted user pays for using the car on local roads.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I didn't want to rank any of the categories in question 18 other than Mobility permit holders.

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Using public transport is difficult when travelling with young children/babies

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Not ambitious enough for reducing car use. This work looks to me to be focussed on improving the parking experience rather than sending enough nudges for behaviour change. Also - having a yearly permiy system will obfuscate the parking expense - putting it out if mind for most for most of the year. For this reason, perhaps widening the coupon parking approach would be more effective as it would bring daily friction to the users we want to. Making parking easier, even as you raise the expense will still result in more use. Is that the goal?

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

The Council should maintain control of the delivery of parking services and not enable private parking operators unfettered opportunity to meet demand

Q3. **Is there anything else you would like to tell us about the objectives?**

"delivery of service and a safe working environment" is core business which should not be confused as an objective by focusing on excellence - it would be pointless to offer average and poor service as an objective

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Prioritise Council owned parking operations above privately owned operators

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

mobility park, bicycle / micro-mobility should be a high priority on key transport routes as last mile transport provision

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

pricing approach needs to be clear to user - Wellington City parking appears to be treated as a revenue stream which causes friction between enforcement and public. The more drastic option of removing parking spaces would remove demand and encourage transit use.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. EV owners with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

support parking away from home and encourage use of micro mobility to connect home to car

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I think all of your questions are looking at one side, how to reduce demand for parking. You should ask at least one more open-ended and less pre-determined question, e.g. – "what is the forecast demand for parking in Wellington and how might Wellington best go about meeting that demand?" My view that your position is pre-determined is reinforced by the way you interpret results: for example on Question 9, p21, you note as though it is a high level theme that 18% support removal of unnecessary car parks. A more valid interpretation is that 84% did not choose that option. You emphasise 40% favour more public transport (so do I); but the same figures show 60% did not. I suggest that (after post- coronavirus recovery) • Population growth will resume – more cars • Affluence will grow – Stats says annual wage increases for years exceeds inflation, growth in real terms – more cars • Big switch, I hope, to electric cars – removing CO_2 emissions guilt – more driving • Driverless cars – people now unable to drive can have a car of their own. I support investment in the best public transport, car ride share, and all sorts of other projects to reduce driving but there is no evidence these things will override the four bullets above and other convenience factors supporting driving and parking. I recommend the City face up to this a bit better. With thanks Neil Plimmer Received 14 April 2020

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

The principal parking issues in the outer suburb residential areas arise in connection with: • parking in the vicinity of the airport (Mirimar) • parking in the vicinity of the commuter train stations in Tawa (Linden, Tawa, Redwood and Takapu Road) • parking in the vicinity of commercial enterprises outside of the town centres e.g., along Main Road Tawa between Takapu Road and Tawa Street, including associated with the commercial enterprises in the vicinity of Sunrise Blvd (in particular the Kindercare Childcare Centre). 2. The policy for these areas would be better if it were adapted as below. Parking management issue Parking management tools Comments Overspill activity has a minor effect on parking in neighbouring streets. Accept overspill. Intervention hierarchy based on level of effect: Low to severe Overspill activity has a moderate effect on parking in neighbouring streets. 1. Increase monitoring and enforcement to discourage illegal parking activity. 2. Introduce time restrictions, 2. Explore options including with other organisations (both public and private1) to increase the availability of park-n-ride commuter parking. There is little to monitor - monitoring and enforcement helps but no more than at the margin. Sometimes there is more vacant/under-utilised land around than is commonly realised. Wellington is not Tokyo! The collaborative arrangement between Outlet City and the Regional Council is one example of what can be achieved. There are other areas not far from train stations that are un-utilised - has anyone explored those opportunities? Overspill activity has a significant effect on parking in neighbouring streets. Overspill parking is creating a safety hazard, materially eroding residents' amenity value, eg, parking for visitors, tradespeople etc is unavailable, or preventing access for emergency and service vehicles. Illegal parking activity is high (such as parking on the footpath). 1. Explore options including with other organisations (public and private) to increase available parking - particularly park-n-ride commuter parking 21. Explore options with partner organisations to increase alternative active and public transport use, such as travel demand management planning incentives, and bus scheduling. 3. Introduce time-limited parking e.g., 120 minute parking, with exemption 'coupons' for residents (for own and visitor/tradespeople parking) 2. Introduce parking restrictions and clearways. 3. Introduce a charging regime to manage demand. As above. No harm in exploring, but in Tawa at least unlikely to be a solution. The parking pressures come mainly from park-n-ride parking - a product of investment in public transport that is increasing, not reduce, the demand for parking space! Residents of Sunrise Blvd have been advocating for this solution for some years - but it has not been taken up, I understand because Council has reservations about enforceability. But going by the proposal in row 1 above, that may no longer be barrier to adoption - particularly given that introducing a time limit would result in there being something material to enforce. 1 An example of what can be achieved from collaboration with private providers is in Tawa, where the Outlet City mall has availed a sizeable area of its parking for weekday commuter parking

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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. 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, 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.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important

Q2. Are there any objectives you think we have missed?

As part of safety for all and business wellbeing - taking an evidenced based approach to what we know works rather than listening to loud voices scared of change.

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Having parking available for those that need to drive is essential, but in order to keep road space clear for moving transport (including bikes and micro mobility, as well as more space for pedestrians), I think we should remove most on street parking and make more use of the parking that's in alcoves and corners (ie on street, but not in the flow of traffic). This should then be prioritised for disabled, loading etc. I think there is merit in the council utilising empty land for parking rather than leaving it to the vagaries of private companies like Wilson. I'd rather my parking fees, however exorbitant, went to the council.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Please prioritise those who cannot use other forms of transport and ensure they can park in spaces off the main transport route. Having parking on the Main Street holds everyone up when people pull in and out and and stops us from being able to use the road space for everyone who needs to move around.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

But do not assume that low demand on street means people aren't traveling along the street. One car parked on street means a cyclist has to veer into dangerous traffic. Do not encourage people to park in any on street car parks.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Disabled people need somewhere to park their car. Everyone else has to learn that in the city, with dense housing and busy streets, on street parking is no longer a right but a luxury that many of us can no longer afford as the space is needed for moving vehicles. Even mobility permits for parking directly outside the door should only be issued to those who can not walk to their car at all.

Q20. 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

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

In the past it's been difficult to change parking in the city because every parking space seems to need full council approval. This needs to change so parking spaces can be repurposed for modern usage even if there is a public outcry.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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, 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.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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!

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces
Introduce online application and permitting system
Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

Public transport route has too many transfers

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Q22. **Do you have any final comments about the topics raised in this submission?**

The introduction of additonal 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.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

Q8. **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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

The Proposal contains no provision for bus and coach parking at Wellington's civic venues and major attractions which will often attract out of town coach attendees. WellingtonNZ acknowledges the proactive and helpful relationship that exists with Wellington City Council officials around major events and wish to see this continue. • There is no mention of WCC's own development of the Wellington Convention & Exhibition Centre catering to up to 1600 delegates and daily exhibition visitors. This will require coach parking for delegate transfers. Due to open early 2023, this will have drop off zones but not onsite coach parking, increasing demand for layover/short term coach parking to allow delegate transfers during the day and evening. • There is no mention of accommodation pick-up and drop-off zones within the Parking Proposal. The awareness that street parking could be shifted to side streets could increase user conflict and hazards between large coaches and small personal vehicles. • There is already pressure on the few overnight coach parks available in the CBD but the current Proposal makes no provision within the city or fringe for overnight parking of bus and coaches. It would be a significant missed opportunity not to identify a CBD fringe area which can operate as parking for major events, WCEC, and overnight coach tours for peak periods. The bus and coach sector has been vocal about these challenges for two to three years as CBD parking has constricted and has been asking for WCC guidance on a long-term solution. We are aware of confrontations in front of visitors and driver abuse directed at Wellington City Ambassadors and i-SITE staff in the Wakefield Street coach parking area. The height of most coaches makes a private sector solution difficult as they cannot use parking buildings. • The layover area along Kent and Cambridge Terraces is likely to be removed as Let's Get Wellington Moving impacts key transport routes through the city and WCC continuing to suggest that this area be used for overflow has only increased frustration by touring companies. • Wellington is already viewed as the most difficult city in the country for coach parking and the city risks losing the tour series business which provides a cashflow backbone for many in Wellington's accommodation sector. Series scenic tour operators such as APT, Scenic Tours, Contiki and Scenic Tours operate multi-day coach tour holidays. These are high value, regular business partners for many accommodation providers from backpackers to five-star hotels. WellingtonNZ has invested considerable time and effort over the years encouraging these itineraries to stay two-plus nights in Wellington to increase visitor spend and economic impact for the city. Coaches generally arrive into Wellington from Rotorua or Napier late afternoon and are often used for city sightseeing in two-night stays. Coach size varies from 22-54 seaters. Coach tours are important to Wellington as they bring higher value visitors. Their economic contribution is likely to include two nights four or five* hotel accommodation, attraction entrance fees (such as Zealandia or a guided Te Papa tour) plus dining out in the city and retail spending. Conference delegates are also significant contributors at an average per person per day spend of $362. • The cruise sector has been a significant contributor to Wellington's visitor economy for many years. Since the Kaikoura earthquake it has been necessary to bus visitors off CentrePort and into the city.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

We request the Proposals use this opportunity to address: • The immediate shortage of coach parking that can be used from 6pm-8pm by tour buses overnighting in the city. Dual-use parking could be considered to maximise usage, with loading zones available during the day becoming overnight coach parking. • The identification of a suitable CBD/fringe location where buses and coaches are able to standby for 30 minutes to be within easy distance of major event venues, attractions and the Wellington Convention & Exhibition Centre. • Provision of medium-term surety for the two cruise stops currently operated at Wakefield Street and Lower Lambton Quay until CentrePort walk-off access can be resumed.

David Perks, GM Regional Development, Destination and Attraction, WellingtonNZ

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

My business has grown significantly over the last 2 years and my company is constantly having issues with parking in the city when cruise ships are in port. I know that the cruise ship tours may not happen this year but they will be back in future. The number of cruise ships visiting Wellington has increased by 50% since I have been in the tourism industry. We are constantly having issues with parking our tour buses when the cruise ships are in town. The problem areas are Weta Cave, Top and Bottom of the Wellington Cable Car, Parliament. This year we were fortunate to have bus parking outside the Amora Hotel on cruise days and I hope that continues in the future as this enable our guest to easily be catered from the i-Site and shuttles from the cruise ship. However even there was signage saying it was coach parking on cruise days, cars still parked there and caused problems with buses trying to get in and out. Some drivers were also very confrontational with our staff when asked to move on. This year our company is producing a 2 day product for the domestic market and we will need somewhere to park our buses overnight. The areas currently designated for this are fast becoming full and sometimes we struggle with overnight parking which we will need if the2 day product is to be successful. So when you review the bus parking I would like you to consider these issues that tour operators face when trying to accommodate tourists (that bring dollars into the capital) in the city area.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

My name is Richard Bialy and I am a director of Xplor Tours a tour company based in Wellington. My business has grown significantly over the last 2 years and my company is constantly having issues with parking in the city when cruise ships are in port. I know that the cruise ship tours may not happen this year but they will be back in future. The number of cruise ships visiting Wellington has increased by 50% since I have been in the tourism industry.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

As the General Manger of the James Cook Hotel, I would like to see the provision for more coach parking in the city. In normal circumstances (i.e. pre Covid-19) we have a number of Tour Series companies that bring groups to stay with us generally using 54 seat coaches. This year particularly a number of the drivers have complained to me that they find it difficult to find suitable parking for their coaches (to be honest I'm not sure where they currently park, I know there are a couple of coach parks outside Radio New Zealand House for use between 4.00-8.00pm – but after that I'm not what they do) Kind regards Steve Martin General Manager James Cook Hotel Grand Chancellor

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

I would like to see each project run through the lens of Te Atakura: First to Zero, as this would show real commitment to our Zero carbon future.

Q3. **Is there anything else you would like to tell us about the objectives?**

It would be great also to see strong movement on electrified public transport that can move people quickly from suburbs to city centre, as well as safer and more extensive cycleways. These should be prioritised ahead of roading, which only serves to encourage car-use

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

I would like to see each decision run through the lens of Te Atakura: First to Zero, as this would show real commitment to our Zero carbon future, with a move away from cars.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Mobility permit holders

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. New dwellings/homes built after 2020

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

More EV spaces and charging too ta

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Lets go green - listen to those groups who've spent time on sustainable transport plans, and getting cars off the road as much as is possible. Give incentives to get people to opt for green , for EV's, bikes etc. Its the future They'll always be needed for going to the dump etc.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

- Ensure there is a focus on reducing car use and encouraging public transport, walking and cycling. - Ensure the creation of a liveable people based city, not a car based city. - Ensure the decarbonisation of our transport.

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Mobility permit holders

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Remember, the world is changing and warming and humans are doing it. We are an ever increasing species of billions on a finite planet. Science says that de-carbonising our systems is absolutely essential for the survival of both us and other species. Many large countries (not mentioning names) have their heads buried in the sand and are moving to slow, meaning others need to listen to the scientists, be brave, wise and lead. Reducing fossil fuelled transport and encouraging walkable and sustainable people friendly cities is an admirable goal and a good start.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Residents' parks not needed at Council Parks, Sporting Facilities etc Residents' parks should shift to medium in central city off-street parking

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. 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.

1. Mobility permit holders
2. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Using public transport is difficult when travelling with young children/babies

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Control all parking in the central city

Q6. **Is there anything else you would like to tell us about the principles?**

Making access by means other than private vehicle is critically important. It needs to be as quick and easy to get into the central city and get home again by means other than private vehicle as it is in a private vehicle. Managing all parking - both council provided and privately provided is critical to success.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **   Strongly agree

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Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

As noted earlier in the central city it is vitally important to control (by by-law or otherwise) privately provided parking spaces both those leased to commuters and those available for short-term parking. Without control of these the city council is managing with one hand tied behind its back. Also, the hierarchies do not mention park'n'ride provision which in some suburban areas and outer residential areas is important. At the moment e.g. the park'n'ride spaces provided at train stations are full by 7.30 a.m. so people coming to town in the middle of the day tend to assume park'n'ride is not an option.

Q15. **Do you agree with this pricing approach?**   No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I think demand response pricing is not the best way to look at it. Parking should be priced and timed to discourage those who come into the central city for the day (to work) from driving. If you choose to drive under these circumstances then it should be both expensive and inconvenient (need to park a distance from your place of work). People coming into the central city for shorter periods during the day (lunch, shopping) should be encouraged to look at options by a combination of price and timing (e.g. have to walk for some distance and face a 2 hour maximum). People picking-up a larger purchase, and commercial vehicles loading and unloading should be able to do so conveniently and at low cost but only for a (very) short stay. Evening central city parking should be priced so that parks closest to the popular venues are more expensive than those further away. Pricing should accept that, at least until public transport in the evening is much improved, people will often choose to drive (unlike the rest of the time where driving should be an expensive option).

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. New dwellings/homes built after 2020
3. Other pre-2020 dwellings with no off-street parking
4. EV owners with no off-street parking
5. All existing dwellings with 1 or more off-street space
6. Pre-1930s houses or pre-1940s apartments with no off-street parking
7. Businesses located with the zone
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

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!

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Managing and pricing parking is a key tool in the move to reduce car use and greenhouse gas generation. it should be done with that focus. Also required are safe routes for walking and cycling (I would not be comfortable with my 12 year old grandchild cycling on the road, but would on shared pathways and cycle lanes) and reliable and frequent public transport - 15 minute services.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

coach and bus parking is needed in the city fringe and off-street to accommodate short term need for universities, Convention Centre, Te Papa and city venues. Better parking for micro transport is required too - having them strewn across the footpath is less than ideal

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. All existing dwellings with 1 or more off-street space
6. Businesses located with the zone
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I would like to cycle more but find it daunting without cycling lanes in place.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Second permits
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. Businesses located with the zone
5. Mobility permit holders
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

I need my vehicle for work

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Obligations to consider and act on climate action

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street Parking** **High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.** **To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

At no stage should long term residents parking be free. At no stage should preferred residents on street parking be low cost, or worse, free. We all pay for the streets, and we pay for our parking spaces on our own properties or other places. We should think of parking as a privilege that needs to be shared, conserved and co-ordinated. Even in out residential, people should not be able to leave cars on the street long term, or even for free. I note the trouble caused to buses with on street parking in suburbs.

Q17. **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.** **For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?** **Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. Second permits

7. New dwellings/homes built after 2020

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Even new buildings should not have off-street parking in city areas, or it should be limited. We should assume that people do not have cars, and once this attitudes comes in, people live without cars much more. The world is changing and what was okay before should not guide what we need to be doing for 2025. Many cities push cars away, but still have traffic issues. Wellington needs to push cars out before it has major car issues.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I consider Uber to be public transport, and an alternative to parking. We need to encourage these alternatives, including ebikes, scooters. On street parking has made public transport slow in some areas. This is not to be tolerated, as roads are not private property and the car park should be used to the owners (all of us!) best use.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Why is a shift in transport type an objective? The council should not be trying to manipulate people's choices.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

Leaving the parking situation as it is.

Q6. **Is there anything else you would like to tell us about the principles?**

The principles seem skewed towards anti motorist policy. When did this become the council objective.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Second permits
4. Businesses located with the zone
5. New dwellings/homes built after 2020
6. Other pre-2020 dwellings with no off-street parking
7. All existing dwellings with 1 or more off-street space
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

I need my vehicle for work

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Prioritise how Council-controlled parking is managed	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

While these principles are "nice to have" the reality is Wellington Public Transport is too expensive and unreliable to facilitate a shift in public use. "Parking is priced at a level that achieves objectives" is almost offensive, suggest that needs to be reviewed as it reads as "WCC will use any excuse or opportunity to increase parking costs even though they are already prohibitive".

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Neutral

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Having "Residents" parking as the lowest priority for the city feels very out of touch. Based on the sheer number of residents in the central city this deserves to at least be in the Medium or Low priority. Having it as "Lowest" priority could be perceived as a slap in the face to central city residents who pay rates.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

While it's not ideal I can understand the theory behind it. Although if parking is in demand then this does feel like a money-grab as people will be forced to pay the higher charges due to lack of parking availability in Wellington

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Provide car share, mobility and micro-mobility on-street parking spaces

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Second permits
3. Other pre-2020 dwellings with no off-street parking
4. EV owners with no off-street parking
5. Businesses located with the zone
6. All existing dwellings with 1 or more off-street space
7. Pre-1930s houses or pre-1940s apartments with no off-street parking
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

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"

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive
Public transport seems unreliable to me

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

Fairly allocate an important public resource to high value uses - free space "Locked up in traditional parking approaches" to be re-deployed higher value uses

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

Improving transparency, consistency and efficiency of decision making. Current decision making is ad hoc, no one knows where they stand, and back room deals are therefore encouraged.

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

A key issue that does not appear to have been addressed is the decision making process for applying this policy. Will it be delegated (as the district plan is) to officers to make decisions on the basis of these principles. If - as at present - every change to any parking space requires the agreement of full council, then this well intentioned policy will be quickly be undermined by squeaky wheels and cumbersome, erratic process.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

Deliver the objectives within a realistic budget without subjecting ratepayers to exorbitant rate increases. Rate increases should match inflation. Therefore, priority the projects over 10 years.

Q3. Is there anything else you would like to tell us about the objectives?

I think that encouraging motorists to use public transport is the key to ; 1) becoming an eco city and 2) easing traffic congestion in the CBD.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think that residents must be given more consideration regarding parking near to or adjacent to their housing / apartments especially in areas that have been "swamped" by commercial sprawl.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

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. New dwellings/homes built after 2020

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I think that charging residents a fee for parking in their residential area is miserable, even if they area has been re-zoned commercial. The council could charge a fee to cover the cost of printing a permit . However, the provision of "adequate" bus shelters at every stop may reduce car ownership. Perhaps the provision of "suburban" car parking (building near a bus stop) for inner city residents may be one way to alleviate this problem. (provide at a modest annual fee).

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Q22. **Do you have any final comments about the topics raised in this submission?**

Introducing a surcharge on private vehicles within the CBD during 8am - 5pm would partially alleviate the congestion problem. But, I would allow 15 minutes free parking on any stop to allow pick-up or set-down of passengers. However, my ideal would be to have businesses / shops open from 6am til 12pm. This would spread the "peak time" traffic flow and ease the congestion on public transport. Would not be easy but an innovative and absolutely, positively Wellington strategy that would auger well for the future.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Respondent No: 205

Name: Arran Whiteford

Individual

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

Lowering carbon emissions! This falls within eco-city but is important enough to have its own bullet point Support efficiency Support community

Q3. **Is there anything else you would like to tell us about the objectives?**

Access for all should be about providing access but not necessarily short term convenience to the majority. It should focus on minority groups who have different access needs.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

- Recognize that the planet is a ticking time bomb, and cannot wait a generation for us to move to clean transport. (I.e. change must not be too slow) - Recognize that unpopular decisions are necessary to achieve the objectives of changing the transport system

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Buses should be top priority always. Non-mobility parking should never be above lowest priority in the city and fringe. Car sharing parks must be prioritised above residence parking always to help the transition away from dependency on cars. Parking should be part of the insentive to move to car share. Resident parking should be strategically shifted to allow for better arterial bike or bus routes. Residents should be fine with walking a block if on an arterial route.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

It encourages people to drive somewhere else to park, but not to take other forms of transport. All commuter parking pricing should be set at a consistently high level that discourages commuting by private car.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce online application and permitting system

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Residence parking needs to shift to non-arterial routes to allow for footpath widening, bus lanes, and bike lanes. (not necessarily all on the same route) The residence parking scheme should aim to shift away from a reliance on kerbside parking. We should expect residents closer to the city to live without a car but have access to a car share.

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Private EV parking/charging should not be prioritized as it first gives benefits to the richest. 1 bus commuter is more valuable than 1 EV commuter, in terms of impact, yet providing parking/charging for personal EVs is much more expensive. Car shares show real potential in aiding our transition to better transport. We must make it a real convenience to be part of a car share rather than owning a car — this can be done with parking incentives and disincentives.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

That those using parking should pay the cost. Having some own their own parking spaces and paint rates on it while others have cheap resident parking that blocks streets is unfair

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Neutral

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Disagree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Disagree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Resident parking spaces should reflect land value and rates levels in that areas

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Resident parking should reflect land values and rate levels

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. New dwellings/homes built after 2020

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Remove the 12 resident parks at the Top of the terrace so two lanes of traffic can get thru.

Q20. What deters you from using public transport? Please select all that apply.

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very unimportant

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Perhaps the objectives should be framed more positively in the titles, encourage instead of support, advocate etc.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very unhelpful
Align Council operations with the parking policy and report on performance	Very unhelpful

Q5. **Are there any principles you think we have missed?**

I see that the highest priority is for safe and efficient movement of people and goods, footpaths cycleways etc but these principles dont speak to that.

Q6. Is there anything else you would like to tell us about the principles?

I believe its important to lead change for each of these principles instead of the keep everyone happy approach. This can be seen in the area based planning, while i support that an area based approach that caters to the needs is valid, I believe the outcome could easily be swayed by business stakeholders and such. People who prioritise themselves over a future oriented view

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Short stay parks should be moved to lowest priority in Key transport routes and central city and suburban centers, they encourage private vehicle use too much. City fringe, bicycle parks should always be prioritized at every level. For city fringe residents parks should be minimised, 1x per household onstreet etc. 12, bus stops should be highest priority, we want people using public transport at all possible opportunities. 13, again short stay parks encourage car use, it should go down to medium priority

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

At all stages in the central city pricing should be so high it discourages people to use private vehicles.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I believe the best solution is to discourage people from owning multiple vehicles. It doesnt matter what era the buildings were built in for the allocation, i would put all questions relating to pre1930s, pre2020's, and post 2020's at the same low level.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

I don't feel safe using public transport early in the morning/late at night

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I appreciate the focus on walking, cycling, running and public transport but am yet to see any of this come to fruition. Wellington has spent barely any of the national funding avaliable for bike lanes and does not look to positive global models enough so sees back lash eg island bay cycleway.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

Pricing parking such to eliminate parking subsidies would go a long way.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Absolutely. Pricing should also attempt to match reasonable rates of return based on land values. For example, if property has a return of 5% per year for residential property, and a car park is worth about 200,000, it would be an effective subsidy if parking fees were less than 10k per year. Car parks that fail to maintain these metrics should be repurposed In essence, parking fees should go up.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. EV owners with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

enforcement of illegal parking is important for policies to be effective and align with other objectives. For example, parking on footpaths is unsafe for pedestrians.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Basic strategy should to increase price of parking, reduce supply and enforce rules so that more people use public transport, walk and cycle.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Price it to discourage use of city space as automobile storage. Especially were cycle lanes can be put in and pedestrians can walk. A beautiful location like Oriental Bay as on street car storage is ridiculous.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking

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Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Enforce footpath parking and lift penalties

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Reducing parking in the CBD and inner suburbs is critical to behaviour change for safer streets.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

In agreement that taking an holistic long term approach in parking strategy addresses the needs of the community. Important that all voices continue to be heard and while we need a zero carbon emissions there are members of our community who rely on car and cannot afford E vehicles to get to work or recreate. Therefore the emphasis solely placed on walking and cycling must be balanced against the need for motor vehicles. The person in a wheelchair or parents with children still need to use their car to safely access services. A policy plan haing a "managed parking time" and "Golden Mile" where cars park around the perimeter of the inner city centre, allowing people to be dropped off in loading zones etc if using taxis. Public Transport ; spaces for wheelchair users, pushchairs and mobility scooters, high frequency and smaller vehicles with powered off ramps (current ramps are manual)

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Agree with emphasis on environment and zero carbon waste and addressing issues of access for all. Concern that these principles are balanced with needs of all who live in our community ie disabled, aged,families, ethnic communities

Q6. **Is there anything else you would like to tell us about the principles?**

Principle of Safe zones -need for better laid out streets in urban and improved lighting. Access principles increase in mobility parks and use of loading zones for mobility taxis to overload clients

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think that coupon parking should remain and more emphasis go on the inner city parking costs and place/space/time management strategy to reduce the cars coming into the inner city. This must go hand in hand with increased bus services and specific buses which can take wheelchairs, pushchairs and mobility scooters. At present they are not of a high standard across the region. Objective related to parking reduction. This needs clarify who and what are being reduced.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Increasing cost of parking for high demand does not change the parking need. It is preferable to use shorter parking times with parking enforcement so people adhere to time-frame rather than high hourly rate.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

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 with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Consider exemption or reduction to parking permit in streets which are narrow and busy and residents car parking can result in damage to vehicles from passing vehicles/service truck. (example of such a street is upper Duncan Terrace, Kilbirnie)

Q20. **What deters you from using public transport? Please select all that apply.**

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

When the weather is bad, I choose to use my private vehicle

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Support principle of "Access for All" policy needs to increase number of mobility parks in suburban commerce areas and inner city . Support mobility parks are able to off load from back and side of the off-loading mobility vehicle.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Neutral
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Neutral
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Human well-being: Improve the health and well-being Of people by encouraging cycling and walking and reducing harmful particulate matter in the air.

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

Charge for storage of private property (cars) on public facility (roads). Discourage car ownership.

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Need to prioritise cycle lanes over parking in all areas.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Stop trying to provide parking for residents. Discourage car ownership

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Need to discourage car ownership. Stop trying to provide parking. Priority is cycle ways and walkways

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

I want to see a more european cycling friendly city.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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 seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

More cycle lanes please.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Really would like parking sorted for the Wellington Hospital as at times there are no parks for people that live in Newtown

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Free parking in the weekend

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. Second permits
4. Businesses located with the zone
5. All existing dwellings with 1 or more off-street space
6. EV owners with no off-street parking
7. New dwellings/homes built after 2020
8. Other pre-2020 dwellings with no off-street parking

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport timetable doesn't suit my schedule

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

I have to make multiple stops or multiple journeys

Q22. Do you have any final comments about the topics raised in this submission?

Timetable is never on time

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

It would be great if pricing was linked to the Consumer Price Index (or Inflation)to avoid circumstances like previously where the prices were not adjusted for 10 years.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. Allocation of residents parking permitsPlease 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.

1. EV owners with no off-street parking

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Mobility permit holders

5. Businesses located with the zone

6. Second permits

7. All existing dwellings with 1 or more off-street space

8. New dwellings/homes built after 2020

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport is too expensive

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Other (please specify)

Public transport timetable doesn't suit my schedule

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

I don't have a bike or want to purchase one

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat unimportant
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

No no increase !

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

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

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

public transport has too many transfers/multiple stops/journeys - "bad, bad!"

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

CBD central library rebuild with bus and cycle lanes connected

Q3. **Is there anything else you would like to tell us about the objectives?**

Yes, put in to future - that is "Let's do it all by 2025"

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Neutral

Q5. **Are there any principles you think we have missed?**

transparency, honesty, kindness

Q6. **Is there anything else you would like to tell us about the principles?**

Yes, principles weren't an election issue

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

see attached memo
Note from Helen Bolton - no memo attached. Followed up.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. EV owners with no off-street parking
4. Businesses located with the zone
5. All existing dwellings with 1 or more off-street space
6. Other pre-2020 dwellings with no off-street parking
7. New dwellings/homes built after 2020
8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Yes, see attached memo
Note from Helen Bolton - no attached memo. Follow up

Q20. What deters you from using public transport? Please select all that apply.

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

See attached memo.

Note from Helen Bolton - no attached memo. Followed up.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think loading zones for deliveries to businesses is a vital part of city parking life. As is access for trades people.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

None of the above

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I haven't had a car for 25 years and it took a while to adjust to walking & catching buses (I am still able to do so). A public campaign that is ongoing to increase active and public transport and vehicle sharing is good to change people's priorities. I tend to focus my activity around the suburbs in which I live. Parking a car seems like a major hassle I am glad I don't have.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

What does "align Council business operations with the parking policy....." mean?

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

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Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Public transport seems unreliable to me

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

Problem is bus transfers

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat unimportant
Support business wellbeing	Very unimportant
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Who cares if Council facilities and suburban centres are inclusive and prioritise people who can't use active and public transport

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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)

Introduce online application and permitting system

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Businesses located with the zone
4. Other pre-2020 dwellings with no off-street parking
5. EV owners with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

I need my vehicle for work

I don't feel safe using public transport early in the morning/late at night

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Q22. **Do you have any final comments about the topics raised in this submission?**

Yes we need a new mayor urgently who doesn't get funds from you know who

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?   not answered

Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City?

not answered

Q9. 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.To what degree do you think we have this correct for suburban centres?

not answered

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Many years ago when the Isle of Dogs (in London) redevelopment was still in the planning stage I went to a public meeting where a Tower Hamlets councilor was asked about new roads in the area to service the development. Her reply was we are going to do nothing to reduce road congestion. We believe in Traffic Management by constriction. If we do nothing the crowds will have to use the trains. Wellington is on a very constricted site and we really can't afford to have more than minimal car parking in the central area. Consider this: A car park is roughly half the size of a budget hotel room. The hotel room rents for around $150 per night. Unless you can persuade a car parker to pay at least $75 per day for parking then you are far better off using the space for commercial purposes. Yeah, I know the hotel room has a carpet and clean sheets and a cheap TV and the car park need none of that. That is why my guess is the true rental cost of a car park is roughly half the cost of a hotel room.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

1. Health of citizens, resident (eg encouraging me to walk or cycle for my wellbeing) 2. Community cohesion (eg by having opportunities for locals to see each other, families to walk/cycle to school together)

Q3. **Is there anything else you would like to tell us about the objectives?**

The supporting safe movement objective doesn't seem well framed. Yes, we want stationary vehicles out of the way of cyclists and people walking. However this needs to be differently applied in a cul de sac from a main throroughfare. In a cul de sac, perhaps parking on the street makes sense so that more people can live in that street. Where car traffic is a minimum, dedicated bike lanes are not needed. The Principles don't seem to take this into account. It might also make sense to free up road reserve for parking if the objective must be to remove stationary cars from the streets. The policy doesn't seem to understand that car ownership is likely to decline in the coming decade. While NZ has some of the highest car ownership rates in the world, this is not a sustainable trend. Elsewhere, cars as a service (combining Uber type services with car use as required vs car ownership) is a trend that is here to stay. Every major car manufacturer has cars as a service offers in market across the globe. These services can be expected to become mainstream in NZ in the next 10 years. We could accelerate this trend away from multi car households by limiting the parking allowed to be associated with housing. The best way to reduce cars might well be to require people to park them on the street. This is not canvassed in the document at all. I can no longer effectively use public transport, and my car use has increased in the last year, going against my personal trend for the past 5. Our local bus no longer goes to where I want to go, and a trip home at the end of the day requires at least 2 buses. In wellington with our weather (wind and rain) this just isn't practicable. The time it takes to get to my work by bus is now prohibitive and I have switched to using Uber. I cannot believe this is good for the City - but it is the best option for me. I gave up cycling 5 years ago as it was too dangerous in the inner City.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral

Q5. **Are there any principles you think we have missed?**

1. Health and Wellbeing of communities. 2. We will grow our City by becoming more densely populated, not by increasing the total area of the City.

Q6. **Is there anything else you would like to tell us about the principles?**

The explanations in the document are not very clear. I don't know what is actually meant by principle A, for example. Principle C should start with how to make public transport accessible, and then as a back up make the parking inclusive. Principle E sounds good, but clearly isn't what is done now. Again I think this needs a wider variety of examples. What is actually meant here? Does that mean that fewer new builds will be required to prioritise parking? or that new builds will have to prioritise off street parking? Principle H is also too vague to be very useful.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?** | Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Car share parks should be ahead of resident parks in City fringe, and no new off street parking should be required for infill housing. This will help to signal the need for less cars on our streets, and a preference for new developments to engage with public transport and car sharing. Recreational facilities, Parks etc should have easy access by public transport - so bus stops will be required. It is hard to imagine why any taxi stands are needed at all given the trends to app based hailing of shared cars. They should not be prioritised at all.

Q15. **Do you agree with this pricing approach?** No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Increasing the cost per hour over time seems clever, but only works if people are able to stay in the park for a long period f time, otherwise the situation will just encourage people to move and churn the parks. Under the proposal, it would be cheaper for me to move the car in and out of a park hourly than to stay for 2 hours. Demand based pricing might be better. Blair and Allen Streets are excellent examples. They are empty during the day, mostly, then full at night. It would make sense to charge less during the day than in the evenings in these areas. It is time to plan for a time when all parking is able to be managed by apps. This could mean a major reduction in investment in parking infrastructure. There may also be other ways of managing revenue - eg congestion charging - which might discourage people from bringing cars into the central city.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. New dwellings/homes built after 2020
3. Businesses located with the zone
4. Other pre-2020 dwellings with no off-street parking
5. Pre-1930s houses or pre-1940s apartments with no off-street parking
6. EV owners with no off-street parking
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

If you are going to continue to require infill housing to create more off street parking (which I don't agree with), then allow people doing new build to install parking stacking machines - these to count as 2 parks, rather than the existing Council requirement that parking for new residences must be side by side.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Public transport seems unreliable to me

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I'm really surprised that you don't reference rideshare or app based ride systems. I would have thought these were the biggest threat to public transport use (other than the poor routes and now unreliable service). They also provide a huge opportunity. In many cities I use the Uber share option and catch a ride with 3 to 4 others going the same direction as me. I do not want to see the electric scooters on the footpath as it makes me feel really unsafe. Again I have spent a lot of time in other cities (eg LA) where they use the bike lanes on the road. Finally, the parking scheme cannot be separate from any longer term scheme to make the city more liveable and green. It is time you stopped insisting on off street parking for new builds in residential areas, and accepted that cars are going to wane, and people will resent having garages that are a requirement of the Council, but only used as storage for bikes etc which need far less space.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

You need to make residents parking more of a priority. We live in Kaiwharawhara, have no off street parking, and can often not get a park in our own street because of commuters using it as a car park when they go to work. This situation is far from ideal.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. New dwellings/homes built after 2020

4. Second permits

5. All existing dwellings with 1 or more off-street space

6. Mobility permit holders

7. EV owners with no off-street parking

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination

I need my vehicle for work

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

Supporting human enjoyment of life. I think these objectives focus on safety, environment, and business. I think we need to design cities to make humans happy, and well.

Q3. Is there anything else you would like to tell us about the objectives?

Hmm, perhaps we should also support socialisation and connectedness between humans.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

This would evenly balance the load across parking facilities by using price incentive. This may disproportionately effect those on low incomes - they may be priced out of prime parking locations, leading to inequitable outcomes in terms of financial inequality.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

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. New dwellings/homes built after 2020

6. Businesses located with the zone

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Getting cars off the road in the inner city. I'm assuming this links to 'supporting a shift in the type of transport'.

Q3. **Is there anything else you would like to tell us about the objectives?**

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.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

In my opinion (for the central city) the price point for parking needs to be high and a really efficient public transport system needs to be in place. The decision for those who want to come to the city then becomes....am I willing to pay for the privilege of driving into and parking in the city, or would I prefer to save my money and us a good public transport system. Examples of city where I have seen this working. Portland - free light rail in central city, with big parking areas on the city fringes. Singapore - parking is predominately in parking buildings and is expensive, roads are also tolled in the central area. This money subsidises public transport (cheap buses, and underground)

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Use the revenue from high cost / high demand parking spaces to subsidise public transport

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. Second permits
7. New dwellings/homes built after 2020
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. EV owners with no off-street parking
4. Mobility permit holders
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. Are there any principles you think we have missed?

I would like to see the return to free parking on the weekends.

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

What is meant by urban design features?

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

No I think that this is a way to increase parking revenue and it advantages those who don't have to worry about money. It would create parking class system.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. All existing dwellings with 1 or more off-street space

3. Other pre-2020 dwellings with no off-street parking

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Second permits

6. EV owners with no off-street parking

7. Businesses located with the zone

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I would like to see the resumption of free parking on the weekends to encourage people to go back to the city, esp after the financial harm that they have encountered due to the Covid 19 crisis.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

More parking please it is difficult to find parks on weekends and when i have appointments, the frequency of public transport is not great enough to be able to get to appointments on weekends. Until the public transport is more often, we cannot have less parks.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

You need to consider construction parks for surveyors, engineers, plumbers, electricians, those who dont always qualify for loading zones but are needed for work in the city and can't find parks or have to constantly stop what they are doing to move every two hours, where a four ish hour situaion might suit better, and its too far to take their gear from parking buildings.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

this would be beneficial as often times i have appointments and need to get to them ie hairdressers etc, am in a rush to get to it and can't find a park. if all those casual shoppers who are just walking the streets could be encouraged to find parks slightly further away because they were cheaper that would be good.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. New dwellings/homes built after 2020

4. Mobility permit holders

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. Second permits

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

With the high cost of renting there are many in a flatting environment and will have several cars, it does not seem fair to not allow them to park a car. It is already difficult enough to get car parks.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

A lot of parking rhetoric seems to only look at people who live within the CBD and consider their needs. A lot of the region come in to the City to use hte facilities and many of them need to park their cars, at least until there is more frequent public transports (and definitely not till after Covid-19). Additionally i hope you are going to do other forms of consultation with residents, not just on an online form. You will get results skewed towards young youthful idealistic views and not a true representation of what the people want if you only do an online form.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. EV owners with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. Pre-1930s houses or pre-1940s apartments with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Make business thrive by bringing more people to town, accept that people prefer cars, increase parking, available, make parking price available for those in the minimum wage, reduce the number of areas where people have to pay car parking. make a mandatory minimum number of car parks per residence in a commercial building. Make Wellington thrive again

Q3. **Is there anything else you would like to tell us about the objectives?**

yes, it assumed that everyone prefers bikes, walk and public transports, ignores low-income people, ignores that most people don't live in the CBD. It alienates most residents who have cars, it will stop even more people shopping and visiting the CBD and Wigton will become a ghost town, It will stop kids going to sports and people using parks and recreation facilities.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very unhelpful

Q5. **Are there any principles you think we have missed?**

yes, make CBD thrive, businesses thrive, increase kids participation on recreation activities and sport, increase the use of parks

Q6. **Is there anything else you would like to tell us about the principles?**

All the principles support only one ideology. The council should be politically neutral and offer a range of alternatives that supports a range of opposed policies

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

If this is approved I will never again shop in town, go to restaurants, cafes or bars in town, I will organise any socialising with my friends in the suburbs

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Q15. **Do you agree with this pricing approach?** No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

If this is approved I will never again shop in town, go to restaurants, cafes or bars in town, I will organise any socialising with my friends in the suburbs. I will not support any initiative that does not stop paying for a park at the weekends and Friday evening.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

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Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

where possible people should have parking facilities instead of gardens or porsh

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Q20. **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

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Q21. **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

I don't have a bike or want to purchase one

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

this submission form is very biased

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Support shift in type of transport used is vague, and could be more ambitious - shift to public and active transport and could include a target % shift and timeframe

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

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 prioritiesed for these people, not access in general

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Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Strongly agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

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.

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Will this be effective in encouraging mode change? What will be the implications of this type of pricing on cruising for parking, given drivers may have already made their mode choice before arriving to parking that has increased in price.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

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. New dwellings/homes built after 2020
6. Businesses located with the zone
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Where an existing dwelling has 2 off-street parking spaces that are able to be safely used, any further permit should be considered after second permits for other dwellings.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

There was nothing about supporting loading and delivery activities

Q3. **Is there anything else you would like to tell us about the objectives?**

I felt the objectives were more like Goals. Goals are what you want to achieve and objectives are how you achieve them. The objectives could be more specific.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Maybe a principle that states that road space can be used for a many different uses not just parking and the use that provides the most benefits to people of Wellington should be prioritised.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **
Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **
Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **
Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

the Parking Space Hierarchy on P14-15 is a little complicated and having three low priority columns is probably not necessary

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

there wasn't much about adjusting daily price of coupon to manage demand

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Practicality, a lot of it is weather dependent. Cannot cycle in wind and rain because it is unsafe to do so. Also the roadmarkings everywhere, I mean everywhere should be redone properly. When it rains one cannot see the lines. I know for a fact that there is better ways to paint road markings that make them even more visible when wet, it is just not as cheap. Do things once and well, not half way.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20.	**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
		When the weather is bad, I choose to use my private vehicle
		Public transport seems unreliable to me
		Using public transport is difficult when travelling with young children/babies

Q21.	**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
		I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Neutral
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Neutral

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Until EV cars are more mainstream why should they get higher priority than people unable to afford to buy them

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Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I don't see why this would help by forcing people to park in places they don't want to go to

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

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. Second permits

6. All existing dwellings with 1 or more off-street space

7. Businesses located with the zone

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

The impact of climate change is probably understated. More oil, roads and parking isn't an acceptable answer.

Q3. **Is there anything else you would like to tell us about the objectives?**

Be bold, change is needed.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Using roads, footpaths and cycleways is pretty much a right. Parking, when it conflicts with this, isn't...

Q6. **Is there anything else you would like to tell us about the principles?**

The impact of climate change again.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Good to see prioritisation consulted.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Once concern about congestion style charging is that it isn't equitable. I support it, but it must be accompanied by real transport options for all.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Other pre-2020 dwellings with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. All existing dwellings with 1 or more off-street space

6. EV owners with no off-street parking

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

This is a privilege that does not come with the property. Where it is scarce, it needs to be prioritised and charged for.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Climate change is real. Please factor it in.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Too little emphasis on resident parks in city areas and around parks, sportsfields etcl. Residents should have priority near their homes!

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Disagree with charging in suburban areas! Higher charges in the city where parking is in high demand will reduce demand as people will shop elsewhere, where they don't have to pay. We rarely come into the city now other than for work because of the cost of parking

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. EV owners with no off-street parking

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

I don't feel safe using public transport early in the morning/late at night

Public transport timetable doesn't suit my schedule

Other (please specify)

Public transport is too far from where I live or from my destination

Q21. **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

I don't have a bike or want to purchase one

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Ability to access the city cheaply and easily. Not just for singles but for families. The time and cost involved in taking public transport means driving is far quicker and cheaper for families. You need car parking buildings.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

You need to materially increase the number of central city car parks to encourage people to come into the city and make commuting easier.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Please add more parking to the CBD through car parking buildings.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Support local businesses Resuscitate central business district

Q3. Is there anything else you would like to tell us about the objectives?

WFH and paid parking will have a large impact on city centre. Could lead to ghost city as businesses reduce real estate needs and workers flee to suburbs.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

Decreasing supply of parking spaces does not support other principles.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

City fringe - weekend charges in city pushes car parking to fringe with free parking which displaces residents.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Pricing is already high and there are available car spaces at most times, except peak times. With many people having wages cut due to COVID-19, cost needs to be affordable to encourage people into city. Public transport is not convenient or cheap for families shoppers with large items or those with disabilities. Bring back free weekend car parking with time restriction.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Coupon parking works

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Please do not remove car parks to widen foot paths for COVID-19 reasons.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Plan infrastructure as a totality - i.e. an integrated plan that supports ALL the forms of transport working together.

Q3. **Is there anything else you would like to tell us about the objectives?**

They objectives in general, are too generic and lofty to drive good physical outcomes.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Providing parking infrastructure that is adequate (volume) and located correctly.

Q6. Is there anything else you would like to tell us about the principles?

Parking needs to be treated as infrastructure, you want local people using public transport, and people from further afield (or where there are groups) to be able to 'park and walk': therefore you need well positioned large-volume parking buildings encouraging this, so that you don't need a lot of on-street parking except for those who are not able-bodied, and can remove traffic and congestion from a largely pedestrianise centre. Stop trying to use your right to 'paint lines on streets', as if it was a parking solution - It is NOT!

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Commuter parking infrastructure needs to be off street, and of a park-and-walk model. On-street parking should be limited entirely to mobility and service vehicle reasons in the central city. EV charging points should be prioritised as a subset of commuter and visitor parking only, and parks and facilities parking should focus on the needs of the user demographics - not the space designation!

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

I only agree with this approach, when the parking infrastructure is adequate and appropriate - at present it is not! Large volume off-street carparking facilities are required for the edges of the central city, in a park-and-walk model. Then any high demand on-street parking can be priced accordingly.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

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)

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

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. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Please understand that creating a comprehensive infrastructure plan, and then building it is key. Minor adjustments to placing and pricing of on-street parking are NOT solution that will prepare Wellington for the future. Park-and-walk infrastructure followed by removal of off-street parking, is much more likely to ensure that those that can use public transport and pedestrian forms of transport will do so, and those that need to drive due to distance or number of pax), are appropriately catered for without congesting the city-centre (and revenue is retained). Be selling off parking buildings years ago, and that infrastructure never having been maintained geo-wise, you have foced vehicles into the centre, when the aim should have been the opposite!

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Ensuring compatibility between parking policy and other policies and facilities available in the city eg The changes in the public transport timetables etc have made some areas in the city less accessible to timely public transport and so car use has increased - the WCC should not be making some of the proposed changes to parking until they have sorted out public transport accessibility

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Disagree with your prioritizing of EV vehicles. (And I say that as someone likely to buy one as their next car). EV vehicles are cost-prohibitive to a reasonable section of the population and so there shouldn't be discrimination regarding those who have or have not. Also some areas of Wellington had improvements in the bus changes, others did not (eg it might look like our buses in Khandallah are more frequent at peak time in the morning, however they now all come from Johnsonville so are frequently full before they get to some parts of our suburb so local residents here miss out, whereas on the old loop route, it was extremely likely to be able to board buses) which means our likelihood of needing to take a car into town has increased.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. Mobility permit holders

4. Second permits

5. All existing dwellings with 1 or more off-street space

6. New dwellings/homes built after 2020

7. Businesses located with the zone

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

EV owners should be treated the same as other car owners.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

I need my vehicle for work

I don't feel safe using public transport early in the morning/late at night

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Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

The public transport system needs to improve hugely to justify your priorities. And there needs to be the realisation that Wellington is a Hill city - walking and biking is not feasible for many no matter how you dress it up.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Making the city vibrant and inclusive of all points of view and independent of central government politics. More respect for ratepayers.

Q3. **Is there anything else you would like to tell us about the objectives?**

Shift in types of transport has to be economically viable first and foremost and as the Council has repeatability told us that they need more money from ratepayers our spend in this area needs to be measured.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

Not going out of your way to punish motorists into submission.

Q6. **Is there anything else you would like to tell us about the principles?**

The principle are anti motorist and dont look at where private transport is moving to in relation to mode of propulsion. Does not take into account the increased health risk associated with mass transport systems, nor the Topography of Wellington in regards to mobility access.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

EV Charging is a high cost to the city. It should not be a council priority at all to supply it, Let private sector fund the Charging station and rent the parking space for a return on investment to the ratepayers. If these is to be an increase in spending on bicycle and micro mobility infrastructure then a user pays model should be looked at just like parking spaces for cars. The spaces wont cost as much per vehicle as cars spaces so dont need to be charged at the same rate.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

The pricing should not be used as a disincentive to park but used as an actual reflection of current demand for an area.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. New dwellings/homes built after 2020

6. Second permits

7. All existing dwellings with 1 or more off-street space

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

EV owners should pay a higher rate if they expect a park reserved for them to be able to charge their vehicle while parked there. Charging stations should not be supplied by the council, EV owner to pay or private sector business.

Q20. **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

I need my vehicle for work

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Other (please specify)

Q21. **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 have to make multiple stops or multiple journeys

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Find ways to work with the needs and want off all sectors of the community not just the cycling and green sector and give more weight to ratepayers that bare the brunt of the costs for these ideas.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

Objective shift in type of tranport used: for Northern suburbs you need to concentrate on getting commuters on public transport rather than walking or cycling to work. With Wellington's hills and weather this is more realistic option but you must make it easy and free to part around the bus/train hubs. Not take parking away or make people pay for it. Also make timetables relevant for today's commuters.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

It's important that Wellington parking is monoplized by 1 or 2 companies that keep puting the charges up. We need to have diversity and competition in the market.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

higher priority should be commuter parking spaces around bus/train hubs in the suburbs for Northern suburbs for example: Johnsonville (which has the train and bus hub together). This will enable people to stop driving into Wellington on a daily basis and take the transport provided.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system
Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Other pre-2020 dwellings with no off-street parking
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Businesses located with the zone
5. New dwellings/homes built after 2020
6. Second permits
7. EV owners with no off-street parking
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Public transport route has too many transfers

None of these, I use public transport regularly

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

With regards to this principle: "Focus on prioritising existing space, not on increasing parking supply" I'm not sure that any of these (and I might have it wrong) consider the value of current roadside parking spaces in the context of active travel or other options. For example, could a row of residential parking be taken out and replaced with cycle / e-scooter lanes; green stormwater remedies; public transport stops; wider footpaths for pedestrians etc. There doesn't seem to be consideration of a reduction in the number of car parks in order to prioritise people using less space/carbon intensive forms of transport. Itr would be very nice to feel less like a second class citizen as a walk, public transport, and cycle my way around the city.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I disagree with the hierarchy for community facilities in public transport should be provided as a priority action. With recreation facilities dispersed across the city and children as common users of these services, public transport service and bus stops should be provided to make this the easiest option. If so there would be a massive reduction on congestion after school and in the weekend as children participate in their sports and recreation activities.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I agree that in times of high demand the fees should be high, but if there is low demand the parks should be removed permanently and the space allocated to higher value uses - wider footpaths, cycle/e scooter lanes, urban design features, green stormwater remedies should take precedence.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Provide car share, mobility and micro-mobility on-street parking spaces

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

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. New dwellings/homes built after 2020
6. Second permits
7. All existing dwellings with 1 or more off-street space
8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

The cost should be far higher where there is a good public transport service and walkability to shops / school etc. Currently the fee is not commensurate with the lost value of the space taken by the parked car.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

If Wellington City is aiming to be net zero carbon by 2050, these changes need to be ambitious to change behaviour while keeping the city functioning. The 'death of rush hour' is an appealing vision for Wellington!

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Very unimportant
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport seems unreliable to me

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Ease of movement. People able to easily and comfortably move about in the CBD.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

its not easy to see how the objectives and principles are related

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

It seems like only buses and prioritised vehicles will be able to move through and stop in city areas. Are you envisaging everyone arrives by train or bus? The current buses are hard to hop on and off through the busy areas. We desperately need park and ride And parking buildings. These plans just make commuting so much harder.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

I live too far from where I'm going to walk or cycle

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

These parking alternatives just make transport in these areas harder. Buses need to be hop on and off and free in central areas. Parking areas around the perimeters of busy areas is needed.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Disagree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Priority should also be given to residents who wish to create secure/weatherproof bike storage facilities on streets particular in suburbs/streets where its not practical to carry bikes up multiple steps to a house.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Using public transport is difficult when travelling with young children/babies

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Neutral
Support business wellbeing	Neutral
Support city amenity and safety	Neutral
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Incentives for electric vehicles on motorways or charges for carbon emitting vehicles.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Exceptions for disabilty parking and caregivers with young babies, also could differentiate pricing in peak and off peak times

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Second permits

7. New dwellings/homes built after 2020

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

If a second permit is issued for the same household, the second permit is more expensive

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 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. EV owners with no off-street parking

4. New dwellings/homes built after 2020

5. Other pre-2020 dwellings with no off-street parking

6. Pre-1930s houses or pre-1940s apartments with no off-street parking

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

I am concerned that this policy will be hard to implement across so many areas of Council

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. Businesses located with the zone

6. Second permits

7. New dwellings/homes built after 2020

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I love the Suburban in planning idea and hope we can implement it

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Impact of bus stops on nearby neighbourhoods, i.e. a bus stop generates parking usage that impacts on residents parking availability.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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)

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. Businesses located with the zone
4. Mobility permit holders
5. EV owners with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. Second permits
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

You can focus on reprioritisation to make existing parking availability more efficient. But that results in micro increases in efficiency. Wholesale increases in efficiency require, frankly, more supply. Parking rates are ridiculously expensive compared to other similarly sized cities, the public transport system doesn't seem to get much more efficient or provide better service consistent with increases to parking charges (so it's not working to encourage more public transport use). The problem with congestion and lack of parking options is that the roads aren't big enough and there aren't enough parks. Reprioritisation doesn't go far enough to solving the main problem that is there aren't enough parks. Build more

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

You need to prioritise residents parking and commuter parking more. Not everyone can, or wants, to take buses. If you were going to introduce light rail I'd be massively in support of a reprioritisation of the parking spaces, but you need to focus on not alienating those who require private vehicles.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

In an area of high demand, pricing increases would not do anything to alleviate demand. The fact is the area is in high demand for a reason - workplaces, shops etc. Demand isn't solely linked to price that's a very artificial way to think. Workplaces (businesses, retail, services) require their workers to come in to work and these workers are required to transport themselves. Making their transport options more expensive does nothing to solve the issue that they're required to be in a certain place at a certain time. Focus on increasing supply (macro efficiency) and not further hurting your community by increasing fees (which may result in micro-efficiencies).

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. Allocation of residents parking permitsPlease 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.

1. New dwellings/homes built after 2020
2. Other pre-2020 dwellings with no off-street parking
3. EV owners with no off-street parking
4. Mobility permit holders
5. Businesses located with the zone
6. Pre-1930s houses or pre-1940s apartments with no off-street parking
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Encourage new housing development by ensuring those homes have access to parking. Wellington housing stock is appalling and it comes at the cost of the health of your citizens.

Q20. What deters you from using public transport? Please select all that apply.

Public transport is too expensive

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

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Q21. 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

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Supporting retail businesses through accessibility to their shopdoors.

Q3. Is there anything else you would like to tell us about the objectives?

We have been trying to make a very easy solution to our customers problems for the past 5 years. The WCC has so far block our efforts.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

See previous comments

Q6. Is there anything else you would like to tell us about the principles?

Listen to the residents and businesses more than currently managed.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Although many people do use bikes Wellington is NOT a city that works particularly well for cyclists due to terrain, weather, older population. Unfortunately many at WCC have their own agenda and dont listen to the people who dont fit into that agenda.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Charging more just annoys people - and discourages use of businesses nearby which is very unfair for those businesses. WCC should be supportive rather than discouraging and revenue collecting for the sake of it.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Businesses located with the zone
2. Mobility permit holders
3. Other pre-2020 dwellings with no off-street parking
4. Second permits
5. Pre-1930s houses or pre-1940s apartments with no off-street parking
6. EV owners with no off-street parking
7. New dwellings/homes built after 2020
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination
I have to make multiple stops or multiple journeys
I need my vehicle for work

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances
I live too far from where I'm going to walk or cycle
I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

We have asked WCC to provide 2 x 15 or 30 min cat parks outside our business for the last 5 years. Currently those parks are taken up by people working in nearby businesses who objected to our submission. They park there all day and that stops customers of ours being able to come pop in to our retail shop. If WCC is serious about helping businesses to survive in these trying times they need to look at small fixes such as this. Our own staff manage to park elsewhere and walk the short block to their place of work.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important

Q2. **Are there any objectives you think we have missed?**

Have a system that is rational and fair unlike the current parking arrangments in Thorndon that were put in place 21 years ago and not reviewed in the light in real experience. Stop penalising Throrndon residents by restricting the local parking outside times ofhaigh demand so that it is impossible to offer parking to dinner party guests or out of town weekend visitors

Q3. **Is there anything else you would like to tell us about the objectives?**

Unless the Thorndon parking mish mash of 3 coupon areas, inclusion of Orchard St which is in Wadestown NOT Thorndon and coupon parking in Wadestown Rd that does not have the Thorndon restriction is sorted then you will still have failed.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Fair treatment of residents across ALL coupon parking areas instead of unjustly penalisong Thorndon residents.

Q6. **Is there anything else you would like to tell us about the principles?**

Evidence of pragmatism anf fairness is needed.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Have the same approach to resient and coupon parking across all city fringe areas. Stop discriminating against Thorndon.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Be bold and introduce a congeastion charge for road users

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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

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

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Thorndon/Pipitea is plagued with a special parking zone that dates from the building of the stadium. It has plagued us ever since and Council has been unwilling to listen or engage. Hill St is in Clifton parking area with a completly different set of rules. It is past time to get rid of the inequities and provide the same rules across the entire city fringe and eliminate the scope for someone living in Orchard St to drive to Thorndon to park outside the schools in Hobson St or elsewhere when they have free unrestricted parking at the end of their street.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

It would have been helpful to have a short description of what each of these locations means. Only some are defined in the Parking Policy glossary, and lacking a clear understanding of each area makes giving informed feedback difficult.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I am unconvinced that just putting the price up would have the impact it is intended to. High demand areas such as the central city already have a two hour time limit which restricts what people can do there. I already do very limited shopping in the central city because of the time limit, and the cost. Merely increasing the costs is more likely to deter people entirely rather than just increasing turnover.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. Second permits
4. Other pre-2020 dwellings with no off-street parking
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

The impact of any changes on multi-car households need to be considered. I live in a 5 person household (flat) and we have only 1 off street park. We're fortunate to have residents and coupon parking zones outside, and currently only have one car. But previously we've had up to 3 cars.

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

EV's remain very expensive, and out of reach for many people. While it's important to encourage people towards them for the benefits of their long term impacts, it's important to ensure that in the shorter term any preferential treatment of EV's doesn't disadvantage those who can't afford them. Being environmentally friendly shouldn't also drive inequality.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

i wouldn't put the resident with the other lower priororties, i would put them in middle priority

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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

If a second permit is issued for the same household, the second permit is more expensive

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. Businesses located with the zone
5. New dwellings/homes built after 2020
6. EV owners with no off-street parking
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

It is a selfish demand but we have only 4 spaces on Salamanca Road that are taken almost 7/24 and often by non resident whereas there are a lot of 120 minutes spaces just above it empty almost all day long. Also I think that put another color or a dividing line would be good to ephasize the difference between the parkings. And finally, I wonder why the resident spaces don't work during the week-end, it makes almost impossible for us to find a spot to park.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

for some of these i have no idea but that wasn't an option

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

only if it is reasonable and consistent. I.E I do not want to find that the park I paid $10 for last week is now $20 because there is a show on in town- that is unreasonable, and means I cannot budget transport costs. Actually I would much prefer quality public transport to any parking policy in central city. If covid 19 has taught us anything, it is that we must get cars off the road

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Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Mobility permit holders

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. New dwellings/homes built after 2020

5. All existing dwellings with 1 or more off-street space

6. Other pre-2020 dwellings with no off-street parking

7. Businesses located with the zone

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I agree that high price = high turn-over, which has to be good for retail that is near-by. It helps raise council revenue. It is also a good way to encourage people to take other forms of transport.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. Mobility permit holders
4. Businesses located with the zone
5. EV owners with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. Second permits
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

New dwellings should require off-street parking as part of their resource consent

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Other (please specify)

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Charges for arking in the city - We need to encourage the behavior and the vision for the city (carbon zero) that we want to see in the future. This means putting a price on parking and using these funds to support / subsidise things such as public transport or cycle lanes.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very unimportant
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

make weekends free parking again

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. All existing dwellings with 1 or more off-street space
4. Other pre-2020 dwellings with no off-street parking
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. Second permits
8. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Other (please specify)

I don't feel safe using public transport early in the morning/late at night

Q21. **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

I am not able to physically access these modes of travel due to my personal circumstances

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Reduce transport emissions - probably implied in transport mode shift but not explicit

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. EV owners with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Kia kaha, it isn't easy taking tough decisions on parking, but just because it has been done one way for decades, doesn't mean it is best for going forward. Reprioritisation of space is very important and will benefit the city

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

I find the different parks prioritised for different users confusing and annoying (loading zones etc), I think parking should be a first in first served, with time limits, and managed by 'demand' - to lower prices when less used (time of day), which drives people to use parking at different times - or not take the car into the city at all and be eco-friendly.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Good idea, go for it.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

If a second permit is issued for the same household, the second permit is more expensive

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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I agree with supply and demand type pricing, but if there are going to be residents exempt schemes all over the city - eg Miramar - they all need to be priced the same

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. EV owners with no off-street parking
3. Mobility permit holders
4. Businesses located with the zone
5. Other pre-2020 dwellings with no off-street parking
6. Second permits
7. All existing dwellings with 1 or more off-street space
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Residents with kerb crossings should pay a permit fee too

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I think a scheme needs to be equitable for all - especially for residents parking. There needs to be more enforcement of the scheme and regular out of hours patrols and not relying on residents to call infringements to WCC

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

With reference to the on line meeting on Monday with residents, I have indicated a query about parking and rate increases. I would like to expand on my suggestion: in my view the biggest parking problem in Wellington for locals is the problem with parked cars outside residences on narrow and bendy streets. We need to get residents cars off the roads to improve the safety of our roading system. My suggestion is therefore to encourage residents to provide parking spaces on their properties for each vehicle they own: Those that have this should benefit from it by paying lower rates, since they do not need to permanently occupy road space. Thus I would suggest the rates hike be restricted to those property owners who own more cars than parking spaces on their properties, and the increased rate would be the amount set by council times the number of vehicles that have to be parked on public roads. Next I would register and record vehicles entering WellingtonCity Central area from the outlying suburbs including for example Johnsonville, the Hutt, and Miramar, and operate a fixed daily charge for bringing a car into the city centre during working time - maybe $25 per car. Cars crossing through the city would not be charged by monitoring exiting cars too. Finally the income derived from this would go to subsidising public transport. A final suggestion is that God card holders should be able to travel free ANYTIME after 9.00am on public transport. The 3.00 - 6.30 pm limit means that it is cheaper to use your own car than use public transport if you have more than one person in your car and you want to spend the day in town (spending money and supporting local businesses). The lockout time means that you will only get from about 10.00 to 2.30 in town - hardly enough to enjoy the city and spend some money. Gold card holders can take the extra time needed to use public transport, but often don't like travelling late at night, waiting for evening buses in the dark after 6.30, and walking home in the dark from the bus stop. This is a small change but would make it a lot better for everyone and make just a little reduction in cars in the city. Thanks for the opportunity to comment

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Support Pedestrians as #1

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Mobility parks are always highest priority, as not all can use the bus. Commuter parks are always lowers priority, they should not drive into town.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

You've been listening to dude-bros with poor understanding of economics.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking
Introduce online application and permitting system
Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. Allocation of residents parking permitsPlease 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.

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. All existing dwellings with 1 or more off-street space
4. EV owners with no off-street parking
5. Mobility permit holders
6. Businesses located with the zone
7. Second permits
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Take away the coupon spaces and let us park near our homes. Resident permits are too expensive.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport is too far from where I live or from my destination

Public transport route has too many transfers

I don't feel safe using public transport early in the morning/late at night

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

I need my vehicle for work

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Multiple people come with me on this journey

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

Many people with mobility issues don't have mobility permits.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Very unimportant

Q2. **Are there any objectives you think we have missed?**

Yes, You are pushing shoppers/vistors to the malls killing off the unique atmosphere that WAS Wellington

Q3. **Is there anything else you would like to tell us about the objectives?**

It's all about green and many of us want the ability touse our cars rather than be stuck with public transport which is unreliable and expensive, the cost of parking is also pushing us to the suburbs whether we like it or not.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful

Q5. **Are there any principles you think we have missed?**

Moreparking not less at at reasonable cost. Rather the timelimits were reduced to keep park spaces rotating.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

all about what council wants, killing the vibrant city

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

so i drive to town then discover parking costs are at ridiculous and drive back home and not enjoy the city. just get angry.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

None of the above

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Second permits
5. New dwellings/homes built after 2020
6. Other pre-2020 dwellings with no off-street parking
7. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

All neew homes, appartments to have parking, 1 space per appartment

Q20. **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

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

I don't feel safe using public transport early in the morning/late at night

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

I live too far from where I'm going to walk or cycle

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

I am getting more and more disgusted with how the council treats it's residents. Bus fiasco, ballet school taking a parking lot, parking costs, parking buildings expensive and unsafe.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

Fully support the idea of active transport modes first. For residents, please also emphasize more short-term loading bays. They are far more useful than vehicles blocking the kerb long-term.

Q4. To what extent do you think these principles will help us achieve our objectives?

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

ONE AFFORDABLE PRICE

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. Businesses located with the zone
5. Second permits
6. EV owners with no off-street parking
7. New dwellings/homes built after 2020
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

YOU NEED TO STOP TICKETING FOR DUMB REASONS

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

I need my vehicle for work

I don't feel safe using public transport early in the morning/late at night

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Q22. **Do you have any final comments about the topics raised in this submission?**

Just take care of the residents better dint view us as cash cows and try to extort ever single Pennine from us

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very unhelpful
Align Council operations with the parking policy and report on performance	Very unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. Other pre-2020 dwellings with no off-street parking
4. All existing dwellings with 1 or more off-street space
5. New dwellings/homes built after 2020
6. Businesses located with the zone
7. EV owners with no off-street parking
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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 seems unreliable to me

Public transport route has too many transfers

I don't feel safe using public transport early in the morning/late at night

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Multiple people come with me on this journey

I live too far from where I'm going to walk or cycle

I don't have a bike or want to purchase one

None of these, I walk/bike/scooter regularly

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Yes. What is the cost to ratepayers with this new policy?

Q3. **Is there anything else you would like to tell us about the objectives?**

What does "access for all" mean?

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

No.

Q6. **Is there anything else you would like to tell us about the principles?**

What are local area-based parking plans?

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

No.

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

I'm curious if this pricing approach was devised before or after Covid-19. It's no secret that private parking operators charge unreasonably high prices for parking spaces. But now as the whole world has changed because of Covid-19, perhaps Council should re-think parking spaces and take back control of some of them? Public transport is key here also but the last year's route restructures across Wellington was disastrous (and I'm still not sure if any one from the top has really owned up to it.) Just my humble thought.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Provide car share, mobility and micro-mobility on-street parking spaces

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Only to say that it's a shame for some residential households to have to pay even more money to have somewhere to park their own vehicle by their houses - as if housing prices weren't already at eye-watering levels.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

I think a really solid, robust, effective and more importantly, RELIABLE, public transportation system is key here. If I know I can rely on public transport to get me from A to B, then I'm less inclined to drive in. What I hope never to see in Wellington are epic traffic jams like those in Auckland because I think these traffic jams are a health risk.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Being able to safely and conveniently walk, cycle and enjoy the public space that our roads are is critical for the international competitiveness of Wellington

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

City fringe locations are very convenient for walking and cycling to all sorts of locations and it doesn't make sense for public space to be prioritised for use for private storage of residents' cars - wider footpaths, cycle lanes and planting and urban amenity features would be much more beneficial for the majority of people in these areas. There's just not enough space for everyone to have cars and to park them in our public space. People's sense of entitlement to this needs to change.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

This is very logical, like how the price of tickets on planes works. I would definitely pay more to know I'm guaranteed a park when I really need one.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

It doesn't make sense for public space to be prioritised for use for private storage of residents' cars - wider footpaths, cycle lanes and planting and urban amenity features would be much more beneficial for the majority of people. There's just not enough space for everyone to have cars and to park them in our public space. Our city needs to grow, and people having a sense of entitlement to on street parking will only make this more difficult. If people value parking highly enough then private off-street car parking facilities will be economically viable and this would make more sense than using public space. People who really want a car can choose to live in the suburbs with their own car storage space. Providing more car share scheme parking is a great idea so that people can have access to a car occasionally without needing to keep their own for those occasions.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Wider footpaths with continuity across minor side roads, as well as cycle lanes and planting and urban amenity features would be much more beneficial for the majority of people than more residents' parking. Reallocating parking to be car share scheme parking is a great idea so that people can have access to a car occasionally without needing to keep their own for those occasions. Demand-based pricing is a great idea to manage a finite resource. More frequent and reliable public transport would also reduce the need to keep a car.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Parking policy should be in line with NZ's Paris Climate Accord commitments and declaration of climate emegency.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

To replace existing parking with areas that allow for greater pedestrian, cycling, scootering, public transport, so that larger numbers of people can move around without bulky vehicles. This is essential if Wellington is to grow it's population, become denser at the same time as becoming more sustainable.

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

It would be good to have EV charging stations in all commercial off-street parking buildings.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Second permits

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

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

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Businesses located with the zone
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. New dwellings/homes built after 2020
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

None of these, I use public transport regularly

Public transport route has too many transfers

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support city amenity and safety	Neutral
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Make all options affordable to all

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

"Parking is priced at a level that achieves objectives and is consistent" is a rather disingenuous way of saying: "Raise parking fees"

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Other pre-2020 dwellings with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. EV owners with no off-street parking

5. New dwellings/homes built after 2020

6. Second permits

7. Businesses located with the zone

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

If it ain't broke, don't fix it. Investigate per street wether change is wanted by the residents.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Reduce time of getting from A to B, especially for those on slower modes of transport

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Invest in smart tech that dynamically measures and adjusts traffic flows to prioritise walking, cycling and micro-mobility over cars.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Limit the number of permits issued to 85% of capacity/total available spaces per zone

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. New dwellings/homes built after 2020
5. EV owners with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. Businesses located with the zone
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

EVs should only be prioritised where EV powerpoints are supplied. The technology is good enough that they shouldn't need extra incentives from the council. Larger dwellings are likely to need more parks than small ones.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I support the area scheme for resident's parking over "street by street" which has lots of anomolies

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Parking is priced at a level that achieves objectives and is consistent - this is ambiguous as you've not indicated if this means higher or lower. Sneaky questioning no doubt used to support increase.

Q6. **Is there anything else you would like to tell us about the principles?**

Be interested to see how you're measuring wgat good looks like and how you've achieved this eg acilities and suburban centres are inclusive and prioritises people who can't use active and public transport

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

If you're encouraging more biking then secure facilities a must - all my friends have had bikes stolen. Also a family riding into town ? Four or five bikes ? (And no bike paths to get there).

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Weekend pays parking sux - completely stops city shopping and you can't even go to the waterfront for longer than two hours. Rarely go in anymore with whole family and their mountain of gear (or to get a quick coffee on way somewhere). Drive to Lyall or out of town.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

None of the above

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. Other pre-2020 dwellings with no off-street parking
4. Businesses located with the zone
5. All existing dwellings with 1 or more off-street space
6. EV owners with no off-street parking
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

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

Using public transport is difficult when travelling with young children/babies

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Weekend parking is ridiculous - or at least expand time limit to four hours. If you want more bikes be prepared to put them somewhere. Keep the electric scooters. Also if you're serious about more people answering this survey skip the registration - it tells you nothing anyway.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Improve frequency and efficiency of public transport

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

There are many minority groups not catered for and few alternatives provides in many cases. On many occasions I find my self we no option to get from A to B. There are no long stay parking options, no public transport outside regular hours, No practical way to get 3 young kids and there bicycles into the central city on there weekend.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I like it. It provides a way for those that use to pay more the longer they use and provides options for people who have not choice. It provides for drop off an delivery. The only down side is it provides better services for the wealthy. People who can afford it will just park all day and pay regardless.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. New dwellings/homes built after 2020
2. All existing dwellings with 1 or more off-street space
3. EV owners with no off-street parking
4. Businesses located with the zone
5. Other pre-2020 dwellings with no off-street parking
6. Pre-1930s houses or pre-1940s apartments with no off-street parking
7. Mobility permit holders
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Any registered vehicle with in the zone with no off street parking should have to have a permit. The council should not be providing on street parking for people who want to own a car and live in a property with no car parking..

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule
I have to make multiple stops or multiple journeys
Public transport seems unreliable to me
Public transport route has too many transfers
Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly
Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I support the cycleways... please just spend the cash and run the trains all the way to the airport. every 10 minutes. Love the ability to take a bicycle on public transport. Get rid of the parked cars off our narrow city street and make people who own cars have to provide there own off street parking.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

We live in Newtown in a 1900s villa with no parking and no possibility to add parking due to heritage restrictions. As such our only option is on street parking. With two children (a baby and a pre-schooler) we need a car, even if our household also regularly uses bicycles and public transport. Parking in our area is in high demand due to the hospital (which will soon increase its demand with the extended children's Hospital) and local churches. During lockdown it was evident that this is largely driven by people living outside the neighbourhood. During level 2 we are back to regular parking difficulties and if we leave our Park during the day, we are not guaranteed to find one when we get back. Residential parking is a must for us. On a rainy day manhandling a pram and a toddler to get from the car to our house is a nightmare. We are concerned that the WCC has recently approved apartment complexes near us that have no parking. At least some tenants will have cars, and presumably seek resident parking permits, putting even more stress on our area. We consider that priority in allocating permits should be given to households who do not have parking (ie not choosing to use their garage for something else) and who cannot retrofit it (eg should prioritise pre-1940s houses without parking and not get residents parking if you buy into a new development that is designed without parking). We consider that residents parking permits should also be limited to one per household, and in busy areas, resident parking zones should be extended. The council should also look to ensure that new developments (eg hospital) incorporate sufficient parking into their plans.

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

While we accept that Wellington may provide more parking than cities like Stockholm as quoted in the proposal, we do not think that is a totally apt comparison given the relative availability and reliability of public transport. (It is impossible to take a pram on a bus during rush hours in Wellington, and bus routes don't necessarily go close enough to where you need to go with children. Without proper biking areas we do not feel safe with our children on our bikes thorough town). A better comparison would be with other NZ cities. Even so, it is important to consider the needs of families and residents in the plan Kind regards

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

To support increased population in the inner city and to support existing multi dwelling developments, Council must abolish the car parking requirements based on bedroom count

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

car share parks need to have a slightly lower prioirity

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

The missing other option is to ensure ability for long term parking (from 1-24 hours) is available in specific locations

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system

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 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Mobility permit holders

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. EV owners with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Reduce car parking space requirements for pre 1940 multi dwelling units

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Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

Not inhibit population growth in the inner city by the action of removing parking then triggering thresholds that prevent smart development of housing where it is needed.

Q3. **Is there anything else you would like to tell us about the objectives?**

As a property owner when I apply for consent to modify a property traffic impact is considered and a certain amount of offstreet parking is usually required. Since 2015 as parking has made way for cycleways, this is blocking more and more attempts to add housing. Rents are skyrocketing. Will the amount of offstreet parking required be adjusted down to allow for the more modern methods of transporting people around the city?

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

To be realistic about actual use and demand of vehicles and ensure there is enough parking available to meet that demand. It is all very well to manage down, but population is increasing. No housing will be able to be built unless requirements for offstreet parking are significantly eased.

Q6. **Is there anything else you would like to tell us about the principles?**

Disagree with the plan to decrease parking supply.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

It would be good to see concrete planning for secure bicycle parking.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. All existing dwellings with 1 or more off-street space
4. Businesses located with the zone
5. New dwellings/homes built after 2020
6. EV owners with no off-street parking
7. Mobility permit holders
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

Using public transport is difficult when travelling with young children/babies

I need my vehicle for work

Q21. **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

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

What if employers paid for public transport passes? Think of the uptick in use, funding and the reduction of impact on regular traffic and parking use. It works in Tokyo.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Due diligence including an undertaking to actively enforce agreements with private providers (eg Wilson Parking / E Scooters) to ensure safety of all citizens

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

The idea of linking 'principles' to how it is applied depends of ensuring enforcement exists and is resourced and transparent with adequate accountability and appeals process.

Q6. Is there anything else you would like to tell us about the principles?

If an e-scooter is left on a public footpath, is this parked despite there being no signage, payment or time restrictions? Your principles do not seem to include all transport options.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Using time periods to ease off peak parking for inner city residents.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I think it does not give enough attention to new transport technologies to make it clear who is responsible for hire/share options when not in use and what the rules will be for them. Keeping public walking options safe should be as important as parking.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Forcing people onto transport they may either not be able to use or are suited to their circumstances.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Neutral

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

There is no ability to say how a person would re-prioritise your proposal, thus we can only disagree or agree. This is not a real consultation.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This could be achieved with a smart parking space app with the ability to find and book a space on a daily basis. Increasing cost just means rich people can park close to the city, hardly making the city equally accessible!

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

If a second permit is issued for the same household, the second permit is more expensive

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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. New dwellings/homes built after 2020
5. EV owners with no off-street parking
6. Businesses located with the zone
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

If properties have off road parking they should have to be processed as if they are asking for an additional permit.

Q20. **What deters you from using public transport? Please select all that apply.**

Using public transport is difficult when travelling with young children/babies

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Stop removing car parking spaces. Improve the public transport by chaging less and you will have improved the situation. Anything else will degrade the situation.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Wellbeing and enjoyment utility of humans who happen to be in the inner city - that is, how much to people actually like being in the CBD, and how pleasant do they find it.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I agree with the proposed approach subject to the following proviso: it is legitimate for the price of parking to be used a deterrent for using parking spaces, to the extent that these spaced can be better used for other priorities, such as micro-mobility parking or urban design features. That is, I support the council using price to regulate demand, but I feel that council should in parallel not shy away from regulating supply.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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 seems unreliable to me

Using public transport is difficult when travelling with young children/babies

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I would like the CBD to be free of private cars. I feel that many people would like the same thing, but they just don't know it yet. I would like the council to take leadership on this. We won't get there overnight, but we can start with smaller steps, like providing more car parking on the edge of the CBD, and controlling parking within the CBD through a mixture of pricing and limiting supply, at the same time closing off certain streets and leaving access only for taxis and deliveries.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. EV owners with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

When the weather is bad, I choose to use my private vehicle

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

A few of these objectives do not have a meaning to me ... just generic words. Business wellbeing ? Businesses are always adjusting to changes, no idea how you measure wellbeing, or is conserving business concept meant?

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

I do not see how those principles lead to the objectives outlined earlier. How does they lead to a safer and eco city?

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

If you build roads you get cars. If you build bike lanes and bike stands you get bikes. I would like more bikes please and places to leave them. I would like to leave my car where it is and use my bike more if cycling would be safer.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Businesses located with the zone
4. Other pre-2020 dwellings with no off-street parking
5. Pre-1930s houses or pre-1940s apartments with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Please less car parks and cars in the city and more bike lanes and places to leave bikes.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking** High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

If a second permit is issued for the same household, the second permit is more expensive
Provide car share, mobility and micro-mobility on-street parking spaces

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

SPSV and taxi stands should almost always have low/lower/lowest priority. With the move to app-based request for these vehicles, they should be taking up less space on the road whilst stationary. Coach and bus - these vehicles only have high priority for council parks, sports, recreation etc. which I largely agree with, but only to the extent that they are used for sports teams or where a large group of Wellingtonians need access to these places. Coach and buses should otherwise always have low/lower/lowest priority. Wellington residents should be prioritised and have access to these areas over tourism.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. EV owners with no off-street parking
4. Mobility permit holders
5. Second permits
6. All existing dwellings with 1 or more off-street space
7. Businesses located with the zone
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

Other (please specify)

Public transport route has too many transfers

Q21. **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

I don't have a bike or want to purchase one

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Somewhat unimportant
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Very important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

Less cycle lanes

Q3. **Is there anything else you would like to tell us about the objectives?**

No

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

Bring back free Parking in the city on weekends

Q6. **Is there anything else you would like to tell us about the principles?**

Free weekend parking

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Stop increasing parking costs!!!!!

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. All existing dwellings with 1 or more off-street space

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. New dwellings/homes built after 2020

6. EV owners with no off-street parking

7. Businesses located with the zone

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport route has too many transfers

When the weather is bad, I choose to use my private vehicle

Public transport timetable doesn't suit my schedule

Using public transport is difficult when travelling with young children/babies

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Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Scooters need parks.

Q3. **Is there anything else you would like to tell us about the objectives?**

Scooters not in parks are a hazard.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Scooters fall onto car parks. Scooters need their own parks.

Q6. **Is there anything else you would like to tell us about the principles?**

Scooters that aren't secured tend to blow over in the wind. They should be in parks. All of them.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Scooters have never had a single safe parking space provided. All of them should be parked. They otherwise fall over and are an embarrassingly dangerous. They make it seem the entire city doesn't care about they safety of anybody at all. It's obviously not safe. Especially when it is dark. Walking into them can be extremely painful, and it's awful they were ever allowed to fall across all the roads and pathways. Motor vehicles should be safely parked, rather than falling across access ways. There's never been a park. There needs to be a park. For all of them. Please. Come on.

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

If there is a park provided, people can park their scooter. They can be charged for not parking it in a park. At the moment it operates entirely as a scam, with people being fined for unsafe parking when there aren't even any safe parking spaces provided. This should not be occurring. It's unfair.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Car park buildings tend to be twisted and buckled form earthquakes, and mainly seem to all be owned by a single private company who don't care at all about ensuring their spaces are safe. They are more interested in just hanging up and disconnecting their phone lines. Have a look Boulcott street for example. It warps by about a meter very rapidly from ground level looking up. Also there should never be more esooters than there are safe parking zones for them. They do fall over. There is wind.

Q20. **What deters you from using public transport?**
Please select all that apply.

Q21. **What prevents you from walking, cycling or**   Other (please specify)
using other forms of active transport? Please
select all that apply.

Q22. **Do you have any final comments about the topics raised in this submission?**

Try not to let the parking buildings collapse while people are parking in them or close to them, and please enforce parking for ride-sharing-scheme devices. Having nowhere to put them was never a good idea. I've moved them about 10,000 times in the last year, and I don't want to have to keep doing that forever. It should be safe and it's sad it isn't. Do I need to say it again? It really feels like nobody cares about how dangerous the city became once it began being largely strewn in hundreds of abandoned electronic motorised vehicles. There needs to be parking spaces. There was an urgent need for parking spaces from the very beginning. Park them please. Please stop ignoring this. Scooters need parks just like planes need runways and boats need docks. It is not trivial. Purpose built designated parking zones for ride sharing devices to be secured into, are crucial in order for penalty fees to become appropriate. Please prioritise safety. Please stop the duty of care toward the community you endangered with you negligence, and just make it safe. It isn't impossible. Just have parks. It's rather simple. The company can pay. If they can't afford to make them safe, pull them off the streets please. It would save me from having to keep doing it.

Q23. **Please check below if you want to make an oral**
submission(Oral submissions will be scheduled
for the end of May with additional dates at the
end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Neutral
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. Allocation of residents parking permitsPlease 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.

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

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Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

It hasn't been covered directly, however I would like to address the issue of council parking assessments required for building/resource consent in city fringe. If housing density is encouraged, but this requires off street parking, this makes it harder to provide housing for more people within existing land/property. It would be great if the rules around needing to create more off street parking could be more flexible in order to support housing density development.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Neutral

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Disagree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands. To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Parks central city are found by convenience (as you can find available), not by price.

Q17. 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. For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme? Please tick all that apply.

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. 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.

1. Mobility permit holders
2. Businesses located with the zone
3. EV owners with no off-street parking
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. Second permits
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

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

Using public transport is difficult when travelling with young children/babies

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. Council's Central City Off-Street Parking High **parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Introduce online application and permitting system

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

the principles prioritise individual private transport and could better reflect the goal of active transport

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

These are much more challenging to rate when presented this way as opposed to in the report (where presented in a table). Mobility parking should be in the high to medium priority where parking is otherwise unavailable (eg key transport routes) if you want to achieve the goal of accessibility. Active transport features (eg bicycle parking) should be at least medium priority where bicycle storage is low , if you want to achieve goal of transitioning to active transport. Council Parks, Sports, Recreation & Community Facilities need bus stops; recreation and community facilities would benefit from loading zones.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

In theory I agree with this approach, however, I think there should still be concessions made for people who live in high demand areas.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Some sort of consideration of how the nuclear family differs from housing that is occupied by multiple adults (ie flatting). it is not very fair to homes containing 4+ working adults with only 1 opportunity for parking.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

New builds currently have to come with off street carparks but to increase housing density and housing construction, perhaps these parking principles should complement housing to provide incentive for new builds (that don't have parking?) to encourage active and public transport.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Optimise the efficiency in the management and operation of the road network. Support access to goods. Generate a reasonable rate of return on ratepayers' investment in the road network.

Q3. **Is there anything else you would like to tell us about the objectives?**

The road network ought to be treated more like a mix of service utility and public space. It offers services to those that use it. A high quality of service for all users should be regarded as important.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Provide a rate of return on parking space. Do not unduly penalise use that has no net negative externalities. Use technology effectively to optimise utilisation of parking, so as to not to unduly suppress or generate demand.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

The hierachies 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.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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. T

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. Businesses located with the zone

6. Second permits

7. EV owners with no off-street parking

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Vary pricing according to demand by location

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

Public transport route has too many transfers

I have to make multiple stops or multiple journeys

Public transport is too far from where I live or from my destination

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Strong consideration should be given to taking a more commercial approach to parking, seeking to make money from parking where demand exceeds supply and using this to offset the ratepayer cost of maintaining and upgrading the road network. The last two questions are superfluous and much more complex than inferred from the choices.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Too expensive

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

None of the above

Q18. Allocation of residents parking permitsPlease 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.

1. Businesses located with the zone
2. New dwellings/homes built after 2020
3. All existing dwellings with 1 or more off-street space
4. Other pre-2020 dwellings with no off-street parking
5. Pre-1930s houses or pre-1940s apartments with no off-street parking
6. EV owners with no off-street parking
7. Second permits
8. Mobility permit holders

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

I need my vehicle for work

Q21. 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

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Safety and accessibility for all need to be the highest considerations.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

As the council seems to intend to remove the need for large residential developments to have a minimum amount of car parking residential parking does need to be considered where these developments are. Like it or not, there are still people who require a car for their own use where sharing a vehicle is not a sustainable option. Whilst being able to live closer to work/study/school options may make their use of a vehicle decrease (if housing can become affordable, that is), families and people who work outside of hours and distances that allow for public transport or safe use of bicycles still will need a vehicle. So either ensure that majority of multi-dwelling developments have a good percentage of car parking for those who need or want it, or allow greater residential parking close to those developments. Also, as a health care worker who visits families in the inner city and cbd who do live in apartments, the lack of close car parking is a massive issue. Again, maybe developments should consider some parks for health visitors and tradesmen to ensure people can access appropriate health and maintenance and delivery of goods without causing issues in the street (ie illegal parking and poor traffic flow).

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Surge pricing is extremely annoying and does not help ease of access for people who need to park close by to where they need to go.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Other pre-2020 dwellings with no off-street parking

3. New dwellings/homes built after 2020

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. EV owners with no off-street parking

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

I need my vehicle for work

I don't feel safe using public transport early in the morning/late at night

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Q21. **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

I have to make multiple stops or multiple journeys

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Demolish the city and start again. Failing that pipe dream, there needs to be a very considered approach to the transit system in this city, and Parking for those who are unable to access public transport, who live in the inner city and cbd, and to allow for safe pedestrian and cycle access. Merely making private vehicles inconvenient isn't the way to go.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Mobility permit holders

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. Second permits

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Some houses have kerb crossings but don't actually have space for off-street parking (eg if it was created many decades ago and cars can't park on the property without overhanging the footpath). The definition of 'no off-street parking' could be refined to recognise this.

Q20. **What deters you from using public transport? Please select all that apply.**

Using public transport is difficult when travelling with young children/babies

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very unhelpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

The main reason I disagreed with the City Fringe and Outer Residential priorities is because the list Residence parking as a priority. We need to discourage the number of residents who park on street for multiple reasons: 1) This make roads that are already skinny more difficult to navigate. View Rd, Hornsey Rd are two examples of where on street parking creates a driving safety hazard. 2) Home owners with driveways and/or garages need to be encouraged to use them for parking purposes. Too often I find garages turned into storage sheds or bedsits for extra income because the owners find that they can park the vehicle on the street at no cost. This needs to change. Finally, with respect to Council Parks, I think more car parking needs to be prioritized/provided. In many cases, particularly sports fields, a family will need to travel some distance to participate in the activity. If they are not provide with this parking, they end of clogging the streets and creating hazards. Houghton Bay Road is a great example of a road that become dangerous whenever a game is on at Sinclair Park. People park on both sides of the street and on the sidewalk. As a result the road becomes a single lane with multiple blind corners.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking
2. Businesses located with the zone
3. Mobility permit holders
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. All existing dwellings with 1 or more off-street space
6. Other pre-2020 dwellings with no off-street parking
7. Second permits
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

There seems to be nothing in the proposal to address achieving better compliance for parked vehicles. I see to 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.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Neutral
Support access for all	Very unimportant
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

I think your objectives seem to focus on moving away from cars at any cost and I think you are frankly missing the objective of easy accessibility to the the city for all Wellington residents.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

I can only comment on my own family's personal experience with the parking changes that have already happened and that are proposed. Honestly, the principles and objectives are a load of council apropriate sentences but don't mean much to me.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

There is no need for the council to provide commuter car parking.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Low demand/price should be explicitly linked to consideration of parking removal.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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

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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Businesses located with the zone
2. Mobility permit holders
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. EV owners with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. Second permits
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Expand areas covered by residents parking scheme to Carlton Gore Road (and remove most parking from that road).

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

Carbon zero

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

I don't feel safe using public transport early in the morning/late at night

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Support effective movement of traffic Tailor parking to the varied needs of individuals (short stops to pick up food vs those working in the city)

Q3. **Is there anything else you would like to tell us about the objectives?**

I drive a car and have a bicycle. I think it is key that we address the psychology of those using the roads.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

More motorcycle parking priority in some areas.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

The big downside to any cost hiking is that it affects poorer people and effectively biases the inner city to the driving habits of the wealthy.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. New dwellings/homes built after 2020

6. All existing dwellings with 1 or more off-street space

7. EV owners with no off-street parking

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Reducing car traffic in the central city

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Price should decrease during off peak hours for that area

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Wellington city centre is so small, I would like it to be car free. You park outside the city then catch free shuttles that drop you off at diff points (circular route)

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

We need to keep the traffic flowing through the city, to make it a vibrant and attractive place to be. Being retired and living away from a bus stop I need to be able to drive into the city, park my car easily and do my shopping, have lunch and feel connected to the city. I have no desire to visit a Mall or shop online using my antiquated computer.

Q3. **Is there anything else you would like to tell us about the objectives?**

Please don't remove the number of car parks, and please don't make it difficult to drive around the city. I would like to keep my independence and enjoy the city and what it has to offer, galleries, the library, cafes and restaurants.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

Common sense !!

Q6. Is there anything else you would like to tell us about the principles?

Less waffle, more parks and more road access. There is nothing wrong with the status quo.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I wish I could, but these questions do not make sense

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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 seems unreliable to me

Using public transport is difficult when travelling with young children/babies

I don't feel safe using public transport early in the morning/late at night

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

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

Q22. **Do you have any final comments about the topics raised in this submission?**

Please don't make changes to our city parking and traffic plans. Use our money towards infrastructure.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Other incentives would also be useful, eg better, cheaper, and more frequent public transport to encourage its use as a first priority, safer routes for active transport

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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 seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

As someone who has previously lived within the city fringe/outer city limits there is limited to no ability for residents to park affordability. The council provides little/no resident parks and companies like Wilson parking have truely taken advantage. Charging a ridiculous fee. Using my car to visit different business throughout the day to give advice was my job. And although eco conscious, having my own car was the best method for the job. Not being able to park my car at my own flat was just stupid

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Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Often I am forced to take the car in because the bus I wanted to catch hasn't shown up/is late/is full. I am now in a major time crunch. Working on Cuba Street means that I would have to pay an incredible amount for parking or park very far away and still not make it to work on time. Don't inflate it a ridiculous amount, small tweaking to pricing in peak time I can understand

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Mobility permit holders

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. All existing dwellings with 1 or more off-street space

6. Other pre-2020 dwellings with no off-street parking

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

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 seems unreliable to me

I need my vehicle for work

I don't feel safe using public transport early in the morning/late at night

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Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

While the availability of street parking has to decrease I think there'd be a benefit in the council owning a couple of parking buildings, even just to create some competition

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Footpath buildouts are death to cyclists, would like to see motorcyclists better catered for, they're a good commuting option for 20km + commutes. We shouldn't be providing much EV charging, it'll become redundant, also expensive to maintain.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Introduce online application and permitting system

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Other pre-2020 dwellings with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. EV owners with no off-street parking

5. New dwellings/homes built after 2020

6. Second permits

7. All existing dwellings with 1 or more off-street space

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Please don't build anything out from the footpath as it forces cyclists into the path of cars, which upsets them so is dangerous for the cyclists. It'd help if you got rid of the existing pinch points as well.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Aggressively incentivize public transport and electric vehicles.

Q3. **Is there anything else you would like to tell us about the objectives?**

Cycling is a noble objective but many of Wellington's streets are just not suitable for ease of movement of both bikes and cars. Be realistic not idealistic!

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

The principles are fine but they need to be coupled with specific strategic objectives - for example, light rail between Courtenay Place and the Railway station.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

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 12months (with a refund option if you move out of zone)

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. EV owners with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. Businesses located with the zone
5. Pre-1930s houses or pre-1940s apartments with no off-street parking
6. Second permits
7. New dwellings/homes built after 2020
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Use space more efficient and calculate parking as wasted public space only used during certain times

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Resident parks should be reduced everywhere. The city's public space is not a private parking lot. Cycling should be prioritised everywhere but especially in the inner city - esp short stay car parks should be ranked lower.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

How much does it increase emission by people driving in circles. Parking should always be made on the expensive side and difficult to discourage driving into the city. Park&Ride incentives should be considered by offering free or lower fares by parking on the outskirts

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Resident parking schemes are too cheap and could significantly increase revenue by decreases use of public spaces

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Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Main consideration needs to be taken for: - Park&Ride incentives to reduce car traffic into the city - Temporary parking spaces to allow for foot traffic in low-use periods such as weekends - Bike lanes and priorities are long due - Resident parking is wasting valuable public space

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

I think principles need to explicitly discourage private parking in the CBD - none of this will work if companies such as Wilson's are allowed to price cut or build new parking buildings.

Q6. Is there anything else you would like to tell us about the principles?

Providing parking space availability information simply encourages people to drive

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Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I agree with this in principle though I'm concerned all this will do is shove parking pressure to other areas, with the resultant lowering of safety and people-friendly qualities of those areas.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Second permits

7. New dwellings/homes built after 2020

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

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.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Other pre-2020 dwellings with no off-street parking
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Businesses located with the zone
5. New dwellings/homes built after 2020
6. Second permits
7. All existing dwellings with 1 or more off-street space
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**   Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**   None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

off street parking requirements should not limit inner residential multi unit developments.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

That some of us need to use our cars for work and park in the city. Perhaps you should stop taxis hogging carparks for example on the terrace from 152 - 164 should be a no taxi zone at any time. widening of oriental bay for pedestrians seems unneccessary and you've taken parks away, pedestrians and cyclist don't pay road taxes car users do. cyclist lane in island bay is a mess and the road was wide enough before for cars and cyclists.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

the city needs parking spaces, not everyone has the time to catch buses into town nor the desire. inner city businesses need carparking spaces and weekend parking should go back to being free to encourage people into the city with the 2hour time limits per park

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

carparks are expensive enough. the cost of parking increased in parts of thordon from $1.50/hr to $2.50/ hour - crazy!

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Second permits
3. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

the age of the house has no relevance to whether they should be entitled to a residents permit nor whether they have an ev car. permits should be issued to residents based on firstly if they have no residents parking at their property no matter age of property or what type of car they have. businesses and second permits should be least priority

Q20. **What deters you from using public transport? Please select all that apply.**

I need my vehicle for work

Other (please specify)

Q21. **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

I have to make multiple stops or multiple journeys

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

I don't understand what "support local area-based parking plans..." means.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

I have to make multiple stops or multiple journeys

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Economic success of CBD

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

Increase parking availability to encourage people into CBD

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. All existing dwellings with 1 or more off-street space

4. Businesses located with the zone

5. Second permits

6. Mobility permit holders

7. EV owners with no off-street parking

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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 seems unreliable to me

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I find these questions clunky and confusing to genuinely answer the questions. Without having to read a long council policy document, where does city fringe end and outer residential start? What is an urban design feature or a micro-mobility park?

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

The price the council has increased high demand parks to has caused me to shop and dine outside Wellington city on the weekends, including shopping online with businesses in other centres around New Zealand. I'm putting less money into Wellington city businesses.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Drop off points for elderly/injured/people with a disability is crutial as we find drop off points almost impossible outside of a lot of the medical or treatment places in Wellington City

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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 12months (with a refund option if you move out of zone)

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I need my vehicle for work

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

Council needs to FIRST provide safe, efficient, cheap public transport before penalising drivers entering the city. Parking hubs on the outer areas with cheap/free transport into the city for example. Incentivise things such as motorcycle parking as they reduce the space needed for parking.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Punitive parking fees encourage people to shop outside the city in areas such as Porrirua andd Lower Hutt where they can park at malls for free. The time penalties stop people from having a meal in town and browsing shops. Efficient and cheap public transport must come first.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. Second permits

6. All existing dwellings with 1 or more off-street space

7. EV owners with no off-street parking

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

I need my vehicle for work

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very unimportant
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat unimportant
Support access for all	Somewhat unimportant
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Equal access for all

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Too much focus on EV charging spaces. Most will charge at home

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Second permits
3. All existing dwellings with 1 or more off-street space
4. New dwellings/homes built after 2020
5. Businesses located with the zone
6. Pre-1930s houses or pre-1940s apartments with no off-street parking
7. Other pre-2020 dwellings with no off-street parking
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Why should people who have paid more to construct or build a House with offstreet parking, be penalised by having to pay more for a on street parking permit?

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

Valuing rate payer money

Q3. **Is there anything else you would like to tell us about the objectives?**

Focus on core functions, not nice to haves

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Increase parking, dont decrease it

Q6. **Is there anything else you would like to tell us about the principles?**

Wasting money as usual.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Stop taking parking from commuters and residents

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Parking is to expensive. Return to free weekend parking

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Businesses located with the zone
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. Second permits
5. All existing dwellings with 1 or more off-street space
6. Mobility permit holders
7. New dwellings/homes built after 2020
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

I need my vehicle for work

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Stop reducing the amount of parking spaces

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Make increase significant or move to a condestion tax eg London or Singapore.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

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

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

How you prioritise the above is obviously critical in inner city congestion, again the answer is in future development.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

By and large council doing well, however raising parking price considerably albeit initially unpopular will be answer to uptake of public transport.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **   Disagree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

You have made no allowance for people purchasing goods and travelling with equipment such as sport equipment that need a vehicle.

Q15. Do you agree with this pricing approach?   No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Parking is already expensive and should he free in the weekend to encourage people to come in to the city. Unless you improve the schedule f public transport to support activities this will impact business. I can't go to an 8pm movie at courtney place and get a bus to the train station to take a train home as the schedules not link up.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Neutral
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Im not sure where you think your commuters are going to park.... clearly not in Wellington!

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

How does this link in with commuter parkers who will be somewhere all day.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

I don't feel safe using public transport early in the morning/late at night

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Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. All existing dwellings with 1 or more off-street space

2. Second permits

3. New dwellings/homes built after 2020

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. Businesses located with the zone

7. EV owners with no off-street parking

8. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Using public transport is difficult when travelling with young children/babies

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Yes. You need to think about the ease and flow of movement within the city itself. If weelibgton is to expand in population then how will it function beyond grid lock twice a day. More radical thinking is needed to keep the city moving and make it livable. Think of London or New York. It is very fast and simple to navigate both of these huge cities but driving is not an option. This is because the problem was considered with practice use in mind.

Q3. **Is there anything else you would like to tell us about the objectives?**

Think longer term than just building a few parking spaces

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Yes. You have totally missed the point. As new infrastructure is developed it must be within the plans to form adiquate parking or other transport method for that building or area. For example every new build in the small city of Wellington should include twice as many indoor parking spaces as it has occupants. Also it should consider an internal bus port or link to trains, tram, light rail, mono rail or other options. In this way the residents and workers can cheaply and quickly commute. Or if they must drive they will have parking options. As each build is completed the city will automatically increase its parking. For residential units or single dwellings a car lift is a very achievable option that is widely used across Europe with great success.

Q6. **Is there anything else you would like to tell us about the principles?**

Adding more city friendly vehicles to the options for commuters is essential as things get busier. The council must consider motorcycle Parker being more readily available and cycle parks. These options are both far more sustainable and use far far less space per vehicle or bicycle. If made widely available the city will flow with ease. Even without having the standard options of underground network or monorail available.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Please add bicycle and motorcycle parking to the highest priority just about everywhere. It is truly frustrating to choose this option in order to reduce congestion, Lower emissions, and lower parking occupancy only to find out after all of that pedal power for freezing rain, that there is no legal park at your destination for all or you troubles. I for one have given up and just bring the car because there is no park for me at the local shop, my home, the centre of town, recreational areas, city shopping malls or just about anywhere.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Second permits
2. New dwellings/homes built after 2020
3. Businesses located with the zone
4. EV owners with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. Mobility permit holders
8. Pre-1930s houses or pre-1940s apartments with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Yes. There are more and more options if people are assisted to change habits. Find ways to reduce cars altogether AND demand new builds have 2 times the parking capacity indoors than they need. This will make parking much easier over time. Don't forget to include non car parking at all places so that those of us who try can keep Wellington moving.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport timetable doesn't suit my schedule

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Yes. They are way to short sighted. Wellington will never be better without forward thought.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Car parks should be decreased especially in the central city to make way for new bike lanes

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Introduce online application and permitting system

Provide car share, mobility and micro-mobility on-street 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. EV 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

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking?**

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Other pre-2020 dwellings with no off-street parking
3. Mobility permit holders
4. Businesses located with the zone
5. Second permits
6. New dwellings/homes built after 2020
7. EV owners with no off-street parking
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat unimportant
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

In describing 'service excellence', the draft policy only mentions the parking enforcement officers. As someone who runs occasional errands into the CBD, my expectation of service includes the availability of parking space that has an adequate time limit without forcing me to use the ridiculously expensive Wilson parking buildings.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Parking availability & infrastructure for EVs, especially as adoption increases

Q6. Is there anything else you would like to tell us about the principles?

The parking supply that was lost from major earthquakes in recent years should be rebuilt and reinstated, especially considering the increasing demand. The increasing demand (in general) seems to indicate that public transport (and 'active' transport) is inadequate for meeting our transport needs - especially when carrying/transporting bulky and/or heavy items. The increases in pricing I have seen recently, as well as further proposed increases, have not been adequately justified - especially given the lack of improvement in this area and significant rates increases over the last year. There is no justification for further parking charge increases - whether via a 'boil the frog' or more sudden & significant strategy.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Mostly reasonable, except for 'Urban design features'. What on earth do you have in mind? It is unhelpful for useful car parks to be crowded out for some random 'design feature' when they could be used for people requiring short-stay parking for errands (CBD and urban centres, including near the businesses along Thorndon Quay for example), and for visitors to suburban residential addresses (whether residential parking or off-street parking is available for residents). I agree that inner-city carparks should not be consumed by apartment-dwellers. For the entertainment precinct, parking should be available on a medium-stay basis of 4 hours (especially on evenings and weekends).

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

This is reasonable in that for high demand, the longer stays should attract the higher charges so that people running errands aren't put off by a disproportionately high charge for a short stay (especially 1/2 - 1 hour). As an example, parking would be charged at $2.50/hour for a stay of up to 2 hours, otherwise a rate of e.g. $4.50/hour would apply for longer stays during a period of peak demand. If the tail-end of a stay is during an off-peak time, that hour should be charged at a lower rate (i.e. free of charge after 6pm).

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. All existing dwellings with 1 or more off-street space
6. New dwellings/homes built after 2020
7. Businesses located with the zone
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Definitely need to allow for trades vehicles. Many engagements often take up several hours, during which tools & equipment need to be easily accessible in close proximity to where they are working. Having a set number of coupons for residents to dish out is inadequate for frequent and/or long-term engagements such as house renovations.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport is too expensive

Other (please specify)

Public transport route has too many transfers

Q21. **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

I don't have a bike or want to purchase one

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

There are some good ideas around prioritisation, though it is disturbing that there is no effort to rebuild & reinstate the parking infrastructure lost in the earthquakes, and further cuts to parking appear to be proposed in lieu of adding cycleways. I would rather cycleways are developed to cause minimal disruption to parking availability, since there are many cases (not just convenience of everyday commuters) where parking availability is essential for customers, servicepeople and visitors alike. It is very rare for me to commute by car into work, which is exacerbated by the high charges from Wilson Parking and the high demand that puts pressure on the available parking supply. However, there are times where it is necessary for people like me to have that option, and we shouldn't be penalised heavily for it.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Keep free weekend parking after 6pm

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

EV charging should be a responsibiity for owners of EVs, not for the Council to provide

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. All existing dwellings with 1 or more off-street space

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. EV owners with no off-street parking

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport route has too many transfers

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

A good selection of topics

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Second permits

7. Businesses located with the zone

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

Using public transport is difficult when travelling with young children/babies

I have to make multiple stops or multiple journeys

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Ensuring businesses in the CBD can have enough visitors to stay afloat.

Q6. **Is there anything else you would like to tell us about the principles?**

Please don't make the city confusing for visitors. Changing roads and parking access is going to have a huge negative impact on small businesses. Improved and cheaper public transport is required before making all these changes.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease**   1.
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.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

Public transport seems unreliable to me

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

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Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

Please don't remove car parks or change the streets. We are a small business on Johnston St - we pay high rent and rates on the assumption we have good foot traffic. If access from Lambton Quay is removed we won't have as many visitors. We also need car parks for our older customers and for people buying bulky items. Please watch what's happening to the city post Covid before making changes. The city is pretty empty - maybe we can save a lot of money and hassle and keep it as is.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Second permits

7. Businesses located with the zone

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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 seems unreliable to me

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I think you should consider reducing on street parking in the city and replacing it with bike/bus lanes. You are making great progress in this space, with projects already completed and about to start. On street parking is a waste of space and would be put to better use by encouraging more sustainable forms of transport like bike or bus. I also think you should consider dramatically increasing the price of resident parking. The current pricing is roughly 50c a day, a bargain for a park so close to the city. Even at $2 or $3 a day it would be a steal, considering a private carpark is ~$100 a week.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

If you want us to use public transport you need to provide parking at train stations and major bus stops. It is too far and too difficult to walk to these especially with our weather. I would take the train far more often if I could park my car safely

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Not without addressing the issues of access to public transport

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

None of the above

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. New dwellings/homes built after 2020
3. All existing dwellings with 1 or more off-street space
4. EV owners with no off-street parking
5. Businesses located with the zone
6. Pre-1930s houses or pre-1940s apartments with no off-street parking
7. Other pre-2020 dwellings with no off-street parking
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

Public transport route has too many transfers

Other (please specify)

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

If you want us to use public transport you need to provide parking at train stations and major bus stops. It is too far and too difficult to walk to these especially with our weather. I would take the train far more often if I could park my car safely

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Parking prices should be the same wherever you are in Wellington. Eg: $2/h max of 2H in one park.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Introduce online application and permitting system

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

When the weather is bad, I choose to use my private vehicle

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

The whole policy completely ignores the actual needs of Wellington residents and is destined to make it even harder for people to go about their daily business in this city. Cycling and scooter use is simply not viable for the vast majority of people in the vast majority of circumstances and should not be prioritised at all. What wellington needs is more car access and parking.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very unhelpful
Align Council operations with the parking policy and report on performance	Very unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Providing parking availability information is a very good idea, but, again, the council's policy completely disregards the real needs of Wellington businesses, commuters, and residents generally.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Bicycle and micro-mobility parks, as well as EV charge parks, are only of use to a tiny minority of people and should not be prioritised ahead of other types of parking.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This just seems like a cynical cash grab at the expense of all Wellington residents.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. Second permits

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Other (please specify)

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

I am deeply disturbed by the Council's apparent inability to grasp, or care about, Wellington residents' needs.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

seems overly complex. how will one check the availability (presumably a phone app) whilst driving or riding a bike?

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

Introduce online application and permitting system

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. Second permits

7. All existing dwellings with 1 or more off-street space

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

yes, i do not think you have evaluated the situation post COVID and impact it had on parking, businesses etc. Central Wellington is dead, and yet according to the report you will have it labelled as high use zone, with additional parking charges.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

it is obvious that this was prepared pre-Covid and impact of virus has not been taken into account. you need to go back to the drawing board otherwise you will lose you CBD shopping.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. All existing dwellings with 1 or more off-street space

6. EV owners with no off-street parking

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

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. New dwellings/homes built after 2020
5. Other pre-2020 dwellings with no off-street parking
6. Second permits
7. Businesses located with the zone
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

more cycle lanes in the inner city with safer bike parking would help cyclists feel safer on current roads.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

encouraging visitors to wellington

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

suggest you raise motorcycle parking prioritisation for all areas

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. EV owners with no off-street parking
3. Businesses located with the zone
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. New dwellings/homes built after 2020
6. Other pre-2020 dwellings with no off-street parking
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

consider resident priority for off peak hours only

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

increase motorcycle parking throughout the city restrict inner city parking to one hour during office hours improve parking machine serviceability design an easy permit system for residents when moving in/out, particularly for apartments improve available space notification (lights etc) for off street parking buildings improve and enforce taxi/shuttle and courier parking

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

The fact that motorists have actually paid for the roading infrastructure and continue to pay for it through road user charges whereas all other users only pay a token through their rates.

Q3. **Is there anything else you would like to tell us about the objectives?**

The public transport system is not user pay so relies heavily on rates and vehicle owners to subsidise the system. How will these services be paid for when vehicle owners are forced off the streets

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very unhelpful

Q5. **Are there any principles you think we have missed?**

The predicted population growth will require more parking not less parking

Q6. Is there anything else you would like to tell us about the principles?

There should be council run parking structures erected at the CBD fringes adjacent to the public transport hubs to allow people to park outside the CBD and then catch reliable and frequent commuter transport around the CBD

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

The rate payers and road users pay for all the roading system so they should have priority over other transport options Council rates should be used for the ageing city infrastructure not EV charging outlets which are heavily subsidised by everyone but the actual EV owner. The Council is not in the business of building petrol stations so why should rate payers pay for EV stations.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Parking rates in Wellington are already overpriced so why would I promote further price gouging

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. Second permits

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Quite a few of the options all fall to the same level apart from EV owners which should not even be a separate category as the owners fall under the dwelling descriptions

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I find the survey to be a little bit one sided against motorists whom always end up being blamed for all the faults in the infrastructure

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

you are making it more expensive to park while not providing inexpensive , convenient public transport

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

you are making it more expensive for commuters without providing inexpensive , convenient public transport

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Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

you need to provide inexpensive public transport

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. EV owners with no off-street parking
5. New dwellings/homes built after 2020
6. Businesses located with the zone
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

Public transport seems unreliable to me

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

I live in Johnsonville and work at the hospital - I start work at 7.00am - public transport is a 15 minute walk from my home, plus its another 10 minutes walk to where I work from the bus stop. It takes an extra hour, at least, to travel in the morning and more than that in the evening to travel to/from work by bus. I would need to buy wet weather clothing to walk in bad weather. There are very few buses leaving around 6.00am to get me into work before 7.00am. Additionally the bus is more expensive than driving - I currently do not park where I have to pay and your proposed changes will force me into paid parking. If you want people to use public transport reduce the cost by 2/3rds - it should be very inexpensive and very convenient!! Your approach seems to be simply to increase the price of parking.... a better solution would be to reduce the cost of public transport. I would only consider cycling if it was completely off road from J/ville to the hospital.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Second permits
2. All existing dwellings with 1 or more off-street space
3. Businesses located with the zone
4. Mobility permit holders
5. Pre-1930s houses or pre-1940s apartments with no off-street parking
6. Other pre-2020 dwellings with no off-street parking
7. New dwellings/homes built after 2020
8. EV owners with no off-street parking

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

I don't feel safe using public transport early in the morning/late at night

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Introduce online application and permitting system

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Limit the number of permits issued to 85% of capacity/total available spaces per zone

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. Businesses located with the zone
3. EV owners with no off-street parking
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport route has too many transfers

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

"Ensure that access to the city and suburban centres are inclusive and prioritise those who need it" Students today are being pushed further and further away from the city due to rental prices and competition. More and more, students are having to buy/maintain cars and drive to uni (from experience and friends- 1. busses can often be too congested to allow people on in the mornings 2. buses can be un-trustworthy to get us to class on time 3. CBD rent is increasing causing students to live much further from uni). However there is no campus university parking available like most NZ universities have + bussing is stressful (current system) + walking can take hours. $4.50 an hour to park near university (Aro campus / Pipitea campus) is extremely hard for students that aren't able to successfully bus/walk/train to their classes. I hear often (and personally) that attempting to tackle university and getting to work in a timely manner also necessitates using a car. I hear of students just neglecting studies because of this difficulty and high price. These scenarios are not the majority of students, however the amount of students in this situation I believe is rising rapidly. If Council were somehow able to give a discount to students who need to use a car - even for specific carparks close to university - this would make our university living less stressful.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport is too expensive

I have to make multiple stops or multiple journeys

I need my vehicle for work

Q21. **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

I don't have a bike or want to purchase one

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

I wish to emphasise the changing circumstances for students thereby transport adding unneeded stress. the price of rental properties close to CBD are increasing dramatically causing students to live further out of the CBD. From comments I've heard while at university busses still fail us students. Some buses being so congested (we walk all the way to a bus stop) only to be turned down thereby missing class. More and more, students are having to buy/maintain cars and drive to university and work because: 1. busses can often be too congested to allow people on in the mornings 2. buses can be untrustworthy to get us to class on time 3. CBD rent is increasing causing students to live much further from uni 4. there is no campus university parking available like most NZ universities have nor is there free bus fares for students which is common around the world and at some universities in NZ. 5. Walking can take hours when living far from uni + biking can seem dangerous / hills / wind / late afternoon classes (dark). 6. $4.50 an hour to park near university (Aro campus / Pipitea campus) is extremely hard for students that aren't able to successfully bus/walk/train to their classes. 7. it is common for students today to work 10-20hrs a week on top of full time study - in order to afford Wellington living. Having to worry about busses not showing up/congestion and inability to walk to work necessitates using a car. 8. all of this can result in students neglecting studies because of the difficulty of transport and high price of parking. These scenarios are not the majority of students, however the amount of students in this situation I believe is rising rapidly. Solution: If WC Council were somehow able to give a discount to students who need to use a car - even for specific carparks close to university - this would make our university living and working much less stressful and costly.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

I'm new to Wellington so I don't know, but requiring carparks with development is a terrible thing in many jurisdictions; in such places, parking policy can have severely negative impacts on eg housing affordability and availability.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Parking prices should be dynamic and frequently updated. Shopkeepers in many jurisdictions overestimate the necessity of carparks immediately in front of their locations and are known to sometimes block conversion of carparks into more useful infrastructure.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Bicycle parks should always have higher priority than car parks.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Ideally, realising all these objectives will also lead to an overall reduction of the total cost of transportation

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Systematically prioritise public transport when competing with car use, only providing for special car needs.

Q6. **Is there anything else you would like to tell us about the principles?**

Any way individual drivers can be incentivised to not use (buy) a car is beneficial for the city in the long term

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street Parking** High parking space priority: mobility park, 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:** loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands. **To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Motorcycles are not a durable solution because of pollution and danger. Also, what is the plan for tourists who have been encouraged to tour the country by car and arrive in a car to stay in Welly for a few days?

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

make sure it is quick enough for those who need it (physically challenged, etc.) to obtain a special parking permit.

Q17. **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. **For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme? Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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

Q18. **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.

1. Mobility permit holders

2. EV owners with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. New dwellings/homes built after 2020

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Offer a year's free Welly public transport to those who get rid of their car

Q20. What deters you from using public transport? Please select all that apply.

None of these, I use public transport regularly

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

Don't forget to provide tourists with easy ways to get rid of their rental cars before entering town and to move around (and spend their money)

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Efficient and fast transport - that is a high priority for people

Q3. **Is there anything else you would like to tell us about the objectives?**

Access for all seems to broad, and minorities may be missed. E.g - need to consider array of disabilities (blind, hearing impaired) vs needs for young children etc.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

What about residents who live on transport routes but who need a car / parking (e.g Thorndon Quay) - if its a wide, safe area that does not interrupt the flow of PT/active transport, then residents should be given higher priority than they are - a lot of apartment blocks popping up in that area, and while less people have cars, some still require them for out of town work etc.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

The only issue is that this is discriminating against people who need to park inner-city/in high demand areas because of access issues (e.g people with disabilities, mothers with prams etc). Concern that these are people that wouldn't be able to afford inflated parking

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Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Provide car share, mobility and micro-mobility on-street parking spaces

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Why distinguish between pre-1930s/40s and other apartments - e.g. a lot of converted 80s / 90s office blocks into apartments with no parking

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Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport is too far from where I live or from my destination

Public transport is too expensive

Public transport seems unreliable to me

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Great to see conversations happening about giving the car less priority ... but have to weigh up that some people have no choice - need a balanced mix

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Supporting a shift in transport type is more a "how" than a "why". I support shifting to safe active transport modes.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **   Agree

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Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

We would like to see bicycle and micro-mobility parking prioritised everywhere. Many Wellington houses are up loads of stairs that can make taking your bike home everyday a heavy deal. Some cities provide lockable neighbourhood bike storage and we think WCC should prioritise space for doing the same. We think motorcycle parking should be given higher priority. Motorcycles are not allowed to park in paid car parks, and the undersupply of dedicated parking results in motorcycles being parked on footpaths and bike racks. Another option would be to open up the use of paid car parks to more types of vehicles.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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 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

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

If a second permit is issued for the same household, the second permit is more expensive

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Other (please specify)

Q21. **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

None of these, I walk/bike/scooter regularly

Multiple people come with me on this journey

Q22. **Do you have any final comments about the topics raised in this submission?**

Land is so valuable. Using valuable land for storing metal boxes is a waste. Let's use our land for people not cars.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

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Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Anything that disincentives private car ownership in the city is great

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. New dwellings/homes built after 2020
6. All existing dwellings with 1 or more off-street space
7. Businesses located with the zone
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Adding local car share stations gives all of these residents and businesses the chance to live without the need for a car, an off street car park or the stress of finding an on street park.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Station based car sharing is the only proven car sharing model proven to give back to cities in the way of increased PT usage, more active travellers, reduction of cars and emissions. Station based services such as Cityhop are a great tool that has transitioned hundreds if not thousands of Wellingtonians away from private car ownership and into shared cars, public transport, walkways and bike paths. By enabling us to help more people become multimodal together we can reduce the need for the majority of car parks across the city altogether giving back meaningful space to our communities.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Support equity in access in access to services and movement

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

A principle around fostering building safe environments for alternative transport, such as bikes and e-bikes. I can't see how we'll achieve the objective of becoming an eco city if we don't have safe and accessible cycle ways. Making public transit accessible, reliable and affordable. Until you manage to nail these and make it a preferred method of transit, you won't get people to rely on it.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think you run the risk of stopping movement between suburbs if limit parking and don't dramatically improve public transport. I also think keeping the short-term parks in shopping areas is key for businesses.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I think the key challenge with this approach is that it becomes an issue of equity. So if I have lots of money, then I can afford to park for as long as I want. Low income families may not be able to use these car parks in the same way, and then you're creating an inequity.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I don't see why it should matter when your house is built - many properties in wellington can't fit parking on site. So if it's it built in 1930 or 2010, why should it matter? and why should the older one be prioritised? What if people are renting, is it their fault it's a new house with no parking on site?

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Other (please specify)

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I absolutely agree with moving towards an eco city with great affordable transit and safe cycle ways. I would think about accessibility and equity as key design principles as you transform the parking system.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think carshare parks should be strongly present within the city/ on street preference for home bases

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Potentially offer carshare parks for free to be able to reduce people using private vehicles in these high demand areas

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces
Residents' parking schemes will be guided by the ratio of households with off-street parking to households with no off-street parking
Introduce online application and permitting system
Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

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. Businesses located with the zone
5. New dwellings/homes built after 2020
6. Other pre-2020 dwellings with no off-street parking
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

I have to make multiple stops or multiple journeys

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Wellbeing of citizens, modes of transport like biking and walking improve mental and physical wellbeing

Q3. **Is there anything else you would like to tell us about the objectives?**

Na

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

This city needs more bicycle parks everywhere if you want to get people moving, it's still super car oriented

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Introduce online application and permitting system

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. EV owners with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. Pre-1930s houses or pre-1940s apartments with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat unimportant
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. Businesses located with the zone

4. New dwellings/homes built after 2020

5. All existing dwellings with 1 or more off-street space

6. Second permits

7. Mobility permit holders

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Q21. **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

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

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. Second permits

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport is too far from where I live or from my destination

Public transport seems unreliable to me

I don't feel safe using public transport early in the morning/late at night

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

I live too far from where I'm going to walk or cycle

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Ease of access to active transport modes

Q3. **Is there anything else you would like to tell us about the objectives?**

Roads are there for transit, not for storage of private vehicles

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Pricing of parking should not be used as a way of raising income, substituting for rates

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Puzzled why you dont have bicycle/micro-mobility parks ranking higher on the list, as they have the potential to enable access to the greatest number of people after public transport

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Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

It is not a good idea to ration with price. That discriminates against low income people. The pricing of a resource also provides a disincentive for council to remove that resource, as it will loose revenue. So if private parking is to be allowed, there should be one price set which relates to the land value.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

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. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Neutral
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Yes, parking spaces for residents cars in streets of Victorian houses which have no room for garages

Q3. **Is there anything else you would like to tell us about the objectives?**

People need cars to do all sorts of things like go to the supermarket, pick up kids, go for trips, etc etc. Many people need them for work.They also need space to park tme.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

You have to be mad. To make residents' parking the lowest priority for central city residents is absurd. We are the very residents whose Victorian hosues force us to park on the street because there is no room for a garage.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

When the weather is bad, I choose to use my private vehicle

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Very unimportant
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

The right for residents to park their cars on their own streets without having to pay exorbitant fees for the privilege

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat unhelpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. **Are there any principles you think we have missed?**

Residents should be able to park on their own street without having to pay exorbitant fees for the privilege

Q6. **Is there anything else you would like to tell us about the principles?**

Residents should be able to park on their own street without having to pay exorbitant fees for the privilege

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Residents should be able to park on their own street without having to pay exorbitant fees for the privilege

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Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Residents should be able to park on their own street without having to pay exorbitant fees for the privilege

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Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Other pre-2020 dwellings with no off-street parking

2. Second permits

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Mobility permit holders

5. EV owners with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Residents should be able to park on their own street without having to pay exorbitant fees for the privilege ALSO remember that flats exist with multiple flatmates and NOT JUST single family households

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

I need my vehicle for work

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

Residents should be able to park on their own street without having to pay exorbitant fees for the privilege ALSO remember flats exist with multiple flatmates and NOT JUST single family households

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Disagree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Disagree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Disagree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I don't think council should be providing "general use" car parks in any area, and certainly not with "high priority" (e.g. residents in outer residential areas). Ideologically, Council should provide services that benefit the wider community, which would be unduly hampered by implementation costs or for marginalized residents. These include: loading zones when they are used by multiple businesses; disability parks; and bus/taxi stops. I can't see any situation in which it should be a priority for the council to provide EV charging parks. These take up just as much space as a normal park (or more), and are not needed by anyone commuting within the Wellington (as in WCC) area. I also can't see any reason to provide commuter/resident parks as this only benefits one individual, and should be that individual's responsibility.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I agree with the intention behind the approach, but suggest that a price floor be implemented that reflects the cost to provide the service. WCC should not be subsidizing personal parking.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Get rid of it. I don't hold special rights to the road outside my house just because I live next to it.

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Roads should be for moving.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

In the planning system, don't prioritise car space – I spent thousands of dollars on a resource consent application to build a small two unit dwelling rather than one big one because of parking (for a car I don't own).

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

We need to break the sense of entitlement around car parking. I am really sad about the amount of times I have had to dodge cars parked on pavements around the south coast recently – I'm even more gutted when I see pushchairs or wheelchairs having to be manoeuvred into the road to get past parked cars. The sense that it's ok to block the street with a large metal box because it is a car is madness.

Q6. **Is there anything else you would like to tell us about the principles?**

Not sure this lives here, but on the planning/parking issue, all the houses I've seen built with garages recently don't EVER use them for parking the car. There's one on Milne Terrace that now parks a huge ute on the corner on the pavement. Presumably, the idea of the regulations is that garages are supposed to have the vehicles in them. Just shows how flawed it is. These people are privileged enough to have offstreet parking but use up space on the road. Bring in street parking permits and put pressure on people with off street options to use them. I'd also really like to see more e-charging stations in suburbs and more permit parking for on-street areas (and charges higher for bigger vehicles). This would encourage fewer vehicles per household. Also, during lockdown we have seen how many people use the streets for other things (walking, biking, playing) if there are fewer cars moving. All policy should support ways to make car-free life easier: cycleways and amazing public transport options.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Make policy decisions that restrict good vehicles outside the 8pm-8am kind of time slot. Remove the assumed right to parking space (as a resident in a road with limited street parking, and in a house that has no offstreet parking this will impact me, and in fact has forced me to have a car share agreement with a friend. It's fine but the parking pressure push was needed to help me make a better decision).

Q15. **Do you agree with this pricing approach?** Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking
2. Mobility permit holders
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I think it would be good to see Mevo have more access to the suburbs as a viable car-ownership replacement option for many people (if there's a bit of a push through making car ownership less of a subsidised thing)

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Give the paying ratepayers a major voice.

Q3. **Is there anything else you would like to tell us about the objectives?**

Give a voice to paying ratepayers who are not technically savvy.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

The questions are not asking us if we agree or disagree, they are cleverly designed to get a response that pushes us towards a degree of acceptance.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

You are prioritising cycles and scooters when in your own words there is an ageing population and increasing car numbers. This is Wellington. Its windy and cold. Older people need cars. Business is not growing in the city, its dwindling. Do something to help it, not kill it.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

You plan less car parks, and higher prices. You agree you have an ageing population but these new ideas and plans are being made by young people who have impractical views on what the needs of an ageing population are. E scooters and cycles are not used by an ageing population! Cars are.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

None of the above

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Unfair! You are forcing me to prioritise in order by not allowing an equal ranking to be applied. You are pushing for the answers you want.

Q20. **What deters you from using public transport? Please select all that apply.**

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

I don't feel safe using public transport early in the morning/late at night

Other (please specify)

Public transport is too far from where I live or from my destination

Public transport timetable doesn't suit my schedule

Public transport is too expensive

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Many of the people affected by these changes fall into your ageing population category on page 7. These people have been ratepayers for the longest time. Many are not tech savvy so they cant fill in your online forms. Why don't you give them a voice by sending out paper questionnaires. The only people these surveys suit are the young with devices and therefore you are not getting a fair or accurate picture of what the people paying for the city services really want. People without the ability to participate are being disenfranchised and you need to address this. Instead of catering to your ageing population, you are instead following principles that mostly suit the young and active, without consideration for the realities of your actual population and the climate and terrain you are planning for. Who is representing the ageing population? I would like an answer on this. As for planning for business growth...It seems to me that with a now almost empty city after Covid, you need to encourage those that can afford to shop and bring life back into the city to come back in with more free parking not increased parking charges. Your youthful and biased focus needs to change with the obvious realities of this city. Your cleverly arranged questions and options in this survey are pushing us to answer in the way you want. Only through the comments can we make our feelings known and I am sure these comments wont get included when the computer sweeps over the multi choice answers that don't include dissent.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Motorcycle should be higher in Central City.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Not at all for motorcycles. They should be encouraged, not penalised.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Other pre-2020 dwellings with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. New dwellings/homes built after 2020

5. EV owners with no off-street parking

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Actually test out who is parking where and get the data before instigating policies.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too far from where I live or from my destination

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

If you wish to reduce demand for car spaces then increasing spaces for motorcycles is logical. They take up less space and are more and more environmentally friendly (including electric motorcycles).

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat unimportant
Support access for all	Somewhat important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

Make priority parking for business delivery so that businesses can continue to function in the city

Q3. **Is there anything else you would like to tell us about the objectives?**

You cant please everyone all of the time, so you need to prioritise transport needs for city centre. Make business requirements first then consider what else is important.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Too amny priciples provided. Council needs to provide the infrastructure to get people around the city and plan accordingly

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

you keep penalising the business transport systems that bring goods into the city for your self indulging pleasure rubbish like bike lans etc. dont forget that the rate payers and business owners end up paying for your rubbish ideas and systems

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Give the business and transport owners that deliver goods into your city the right to access and use these systems and parking spaces.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Businesses located with the zone

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Mobility permit holders

5. New dwellings/homes built after 2020

6. Second permits

7. EV owners with no off-street parking

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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 seems unreliable to me

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

I need my vehicle for work

I don't feel safe using public transport early in the morning/late at night

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Q21. **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 have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

I support making the CBD very limited to motorized vehicles but harsher penalties for people speeding in that area.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

Believe that the 50% increase in parking for resident parking is unjustified. What extra service am I getting for that 50%. If you are wanting to make more money don't penalize the people that live within the city boundaries in houses built over 100 years that don't have a garage. How about increase coupon parking prices so that those people start to think should I use public transport to get in

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Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Make it easier for residents to have parking with their permits.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. Other pre-2020 dwellings with no off-street parking
4. Second permits
5. Businesses located with the zone
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Don't penalize the people that add soul to the city on a daily basis by using to live within the city residents parking boundaries. if you are upping the price are you giving more parks in that area for residents? Their vehicles are already within the the boundaries. Make it harder for people that live outside of that boundary to drive in. Make them use public transport

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

When the weather is bad, I choose to use my private vehicle

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I feel that you should look at improving options around the public transport by creating parking hubs outside of the city limits so that people are able to park in one spot and then jump on a bus or a train into town. Somewhere along Thorndon Quay/Old Hutt Road would be a perfect idea for this. Then you know that vehicles in the city are either of people that live within that boundary, have a private car park, delivery vehicles or have a mobility permit. EV stations are not the way, if someone chooses to park an EV car then it is their responsible to make sure it is charged not the council. Does the council own a petrol station the answer is no to that. So to break it down. No more EV charging stations, no more price raises for resident parking unless you are actually improving it. Increase the price of the coupon parking. Looking at making the CBD car free by creating commuter parking just outside the CBD like on Thorndon Quay/Old Hutt Road or Adelaide Road.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

1 - We need to ttansfer city to digital city by having all services of city council and other departments to be on-line. Right now some of them has that service while other still working manually. 2 - You should increase car park in the city housing by having each flat has its own car park space like what Housing NZ doing

Q3. **Is there anything else you would like to tell us about the objectives?**

Need to achieve all the object as fast as possible

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Consider different price level at weekend time

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce online application and permitting system

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Mobility permit holders

3. Businesses located with the zone

4. All existing dwellings with 1 or more off-street space

5. Second permits

6. New dwellings/homes built after 2020

7. Other pre-2020 dwellings with no off-street parking

8. Pre-1930s houses or pre-1940s apartments with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

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 is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

For our streets to be enjoyable places to be

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Effectiveness should be tested over a period of time. Unintended result could be that people drive into the city, then out again to find a park resulting in more unnecessary traffic- if it isn't clear what the prices are before they get there. I would prefer to remove more on-street parking central city in favour of parking buildings.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Parking around the corner from your house is okay!

Q20. **What deters you from using public transport? Please select all that apply.**   Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**   None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I would like to see an emphasis put on a livable city- for me, that means fewer cars so I can get around safely and that streets are enjoyable to be in. Climate change is top of mind when it comes to transport I found the residents parking section hard to answer because I don't think that it's a 'right' to have a park outside your house even if it's an EV. I also don't want to create an unintended result of requiring new apartments and homes to make space for off-street parking. I would rather see the public transport, active/micro modes and share services be the most convenient option.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat unimportant
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat unimportant
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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)

Introduce online application and permitting system

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking

2. Other pre-2020 dwellings with no off-street parking

3. Second permits

4. Businesses located with the zone

5. All existing dwellings with 1 or more off-street space

6. EV owners with no off-street parking

7. Mobility permit holders

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

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 need my vehicle for work

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. New dwellings/homes built after 2020

5. Second permits

6. EV owners with no off-street parking

7. All existing dwellings with 1 or more off-street space

8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking
2. Mobility permit holders
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Businesses located with the zone
5. Other pre-2020 dwellings with no off-street parking
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

I have to make multiple stops or multiple journeys

None of these, I use public transport regularly

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

The objective of striving to to develop an equitable parking framework

Q3. **Is there anything else you would like to tell us about the objectives?**

Fantastic to see public, active and car share modes supported

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

"Mobility Hubs" or "Mobihubs" https://mobihubs.eu/ are transport hubs on a neighborhood level, where different sustainable and shared transport modes are linked with each other. Community Facilities can be a fantastic opportunity for car share locations/mobility hubs.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Pricing is a useful tool to increase hurdles around private car ownership. Madrid has a Restricted Access Zone (from 2018) for vehicles. Car share vehicles can be parked for free in this zone. Pricing has to be equitable across the modes ie. expensive for those you want to reduce, and subsidised for the modes you want to promote. i.e. bike parking, and car share

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. All existing dwellings with 1 or more off-street space

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Helping people park privately owned vehicles (both EV and non EV) does not help achieve the objectives of mode shift.

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Station-based Car share is the only tool that will; (1) increase modal shift, reduce congestion and reduce car ownership. https://www.greaterauckland.org.nz/2019/07/31/how-round-trip-carshare-can-drive-change-in-cities/

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Safer pedestrian and cycle priority, public transport and fewer cars in the city

Q6. Is there anything else you would like to tell us about the principles?

The principles should be aligned to reduce vehicles in the inner city streets not increase them or adding more parking spaces

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Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

These are really confusing. If you are aiming to have a dialogue with people perhaps it's better to rework these so the majority can understand in simple terms what you are actually meaning to do.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Mobility permit holders

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Anything that disincentives private car ownership in the city is great

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. All existing dwellings with 1 or more off-street space
6. Businesses located with the zone
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Adding local car share stations gives all of these residents and businesses the chance to live without the need for a car, an off street car park or the stress of finding an on street car park.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Promote better land use and define what that is i.e. through concepts like healthy streets and the 20 min city De-politicise parking decisions. Encourage a medium to long term view in decision-making about parking that discourages ad-hoc political interference Improve public understanding of strategic parking policy and its place in transport and urban policy development in order to increase public acceptance of individual parking changes

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Decisions about parking should be as apolitical as possible Parking should support mode shift and sustainable travel goals

Q6. Is there anything else you would like to tell us about the principles?

Parking must allow different modes to compete on an equal footing. At the moment privately owned motor vehicles have a significant advantage Local area based parking plans sound like a good way to de-politicise parking decisions but they must be developed within clear parameters, based on robust data and evidence and with excellent facilitation. They must not be a vehicle for noisy community groups to keep parking management rooted in status quo bias

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Loading zones and other parking for deliveries should prioritise the most efficient vehicles i.e. smaller vans, EVs and cargo bikes. Parking for larger delivery vehicles should be restricted to hours when there are no people around i.e. very late or very early It would be good if you could define 'key transport routes'. At an absolute minimum this must include all bus routes Car share and micromobility parking should be higher up in the priority list on the city fringe Mobility parking should be a higher priority than residents' parking in outer residential

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Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Agree in principle with pricing parking to meet demand but it should be tied more strongly to landuse. Council should also be able to charge for the opportunity cost of on-street parking It should also be noted that pricing is only one tool in the toolbox. There will be many places where there the price cannot be set high enough to justify having parking that prevents other uses

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. New dwellings/homes built after 2020
6. Businesses located with the zone
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Provide more residents parking for carshare and micro-mobility

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport route has too many transfers

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

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

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Higher priority of carshare in city centre on street parks, including at govt. facilities

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Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Reduction in car ownership/driving should be a focus of pricing

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

When the weather is bad, I choose to use my private vehicle

Using public transport is difficult when travelling with young children/babies

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

I live too far from where I'm going to walk or cycle

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Neutral
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

would be interesting to consider transformative parking more e.g. parking that can be used for other things like how carparks are used for markets and making it possible for carparks to do this more

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street Parking**High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

parking should be pretty expensive generally, esp. in city, even on weekends, just to encourage people to get into town in other ways

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits
Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Businesses located with the zone
4. New dwellings/homes built after 2020
5. Other pre-2020 dwellings with no off-street parking
6. Second permits
7. Pre-1930s houses or pre-1940s apartments with no off-street parking
8. All existing dwellings with 1 or more off-street space

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport timetable doesn't suit my schedule

Public transport is too far from where I live or from my destination

I have to make multiple stops or multiple journeys

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

e-scooters are quite different to a bike in terms of ownership and this needs to be considered in terms of parking, they fit better with car share in some ways.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Deliver better air quality and therefore improve human health and reduce GP and hospital visits. Drive down greenhouse gas emissions to support our regional and national Paris Agreement commitments.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Overall aim should be to reduce the amount of public space taken up by parking, in line with steady reductions in the ownership and use of private vehicles over time, so more space is available for people and the whole city becomes more livable. If half the city centre car-parks were removed - many more flats could be built so people could live closer to their workplaces - reducing commuting costs and pollution. Active, low carbon and public transport options should become the norm within and around the so car-parks will just be unprofitable wasted space.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

EVs will completely replace ICE vehicles for personal transportation within a decade as battery technology continues to improve and EV prices drop in a carbon constrained world. This should be reflected in all future Council parking plans.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Develop this type of pricing system in parallel with congestion charging and park and ride schemes to keep personal motor vehicles outside of the CBD.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. New dwellings/homes built after 2020

7. Businesses located with the zone

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very unhelpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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
Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits
Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Other pre-2020 dwellings with no off-street parking
2. Pre-1930s houses or pre-1940s apartments with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

Using public transport is difficult when travelling with young children/babies

I don't feel safe using public transport early in the morning/late at night

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Disability access, especially for venues like the Michael Fowler Centre does deserve prioritisation.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

For the central city, I'd personally prioritize motorcycle parking over EV charging stations. It's a chronically saturated parking type for a low-carbon vehicle, very space efficient and surprisingly equitable. I see teenagers on mopeds gaining the freedom of movement that weak bus services and remote hill suburbs cannot grant them, they deserve accomodation.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

With a rising price structure, I'd seriously consider dramatically extending or removing time limits. There are legitimate reasons for people to occasionally park for extended periods (Media working at venues, musicians, etc) and if they're prepared to pay for that privilege, the council may as well consider it a welcome contribution to the budget.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Second permits

6. New dwellings/homes built after 2020

7. Businesses located with the zone

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

The short-stay element would be fantastic for those times you're loading a non-registered vehicle, I'd add an explicit exemption for motorcycles, or at least for their parking in creative spaces within a residents parking zone.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

My experience with the Clifton residents parking zone was excellent, places like Wadestown should be considered for one. An issue that wasn't raised, but I feel perhaps needs airing is the disruption and danger posed by coupon-parking zones. Drivers expecting to hunt for a scarce on-street park early in the morning hold up traffic, perform reckless distracted maneuvers and generally cause friction at a time of day we'd rather not have it.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Align with other policies and initiatives to encourage alternative modes of transport to driving, thus reducing the strain on parking (eg Meevo, cycling, public transport)

Q6. **Is there anything else you would like to tell us about the principles?**

"Focus on prioritising existing space, not on increasing parking supply" - this should rather be a focus on prioritising existing space and progressively REDUCING the number of spaces available.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street**   Agree
ParkingHigh parking space priority:
mobility park, 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: loading
zones, coach/bus parks, public bus layover,
urban design features, bus stops, residents
parks, then small passenger service
vehicles/taxi stands.To what degree do you
think we have this correct for Council's central
**city off-street parking? **

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I believe that on-street car parking (Short-stay, Residents, or Commuter) should never be given high priority. This places on-street parking at the same level as bus-stops, and in many cases above mobility parking, EV parking,car-share, bicycle/micro-mobility parking or loading zones. This is counter to the council's own sustainable transport hierarchy and objective of "Becoming an Eco-City". I would like to see bicycle and micro-mobility parking prioritised everywhere. Some cities provide lockable neighbourhood bike storage and it would be good to see WCC prioritise space for doing this.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I do not believe this goes far enough though. The value of central city land is far greater than what the council currently makes back from parking charges. If a park has low usage, rather than make it super-cheap, WCC should find something better to do with the space.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Mobility permit holders

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat unimportant
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

It's too complex. People should know in advance how much they will be paying for parking, not get caught out by an Uber-style price surge. Depending on the purpose of their visit, they may not be able to control the duration of their stay (think having to wait for a consultation), in such cases it's not fair to further penalise and stress them. If you drive people from 'areas of high demand' it is almost certain that nearby residents will be inconvenienced (e.g. the airport parking debacle)

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Other pre-2020 dwellings with no off-street parking

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Mobility permit holders

4. EV owners with no off-street parking

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

Other (please specify)

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

It has its roots in the pre-Covid world. Do you seriously still expect the thousands of new residents to crowd into Wellington as previously stated? What is the future of crowded public transport in a post-Covid world? How many people will need to commute if they can work from home some or all of the time? I think you need to re-examine your basic assumptions.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Getting people out of cars is the most important thing - for climate and health reasons.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

The main thing is to lower the need for parking with better public transport and safe cycling.

Q6. **Is there anything else you would like to tell us about the principles?**

Getting people out of their cars is the most important thing - for the climate and peoples health

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Personal parking should always be at the bottom of the priorities. Lowing the need for parking by getting people out of their cars is vital. To do that we need good public transport and safe cycle ways. We have neither of these at the moment and that needs to be fixed first.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I find that the pricing structures are not easily seen on the parking meter which is very frustrating. Have to put money/ card in before get the pricing. Yes, change the pricing BUT make it very easy to see and understand

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Mobility permit holders

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

One permit per household.

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Make it easier for people to not have to use their cars so we don't have such a need for parking. This is the most important thing.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Encourage reduced reliance on individual car ownership. Too much parking or parking that is too cheap are known to be levers that encourage car ownership.

Q3. **Is there anything else you would like to tell us about the objectives?**

Removing cars from city centers has been proven in so many international examples to improve the economic wellbeing and prosperity of cities as well as improve the quality of life for all residents. I feel there is not a lot of encouragement of enabling Wellington people to 'get moving' by getting out of their personal car!

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

Too much parking or parking that is too cheap are known to be levers that encourage car ownership. At the recent global Car Share awards there were five planks recognised as policies which will accelerate a reduced reliance on individual car ownership. Increasing the hurdles to personal car ownership (increasing road pricing for resident's cars); 2. equitable parking framework; ensuring car share parking privileges are affordable or free and encourage operators to go to transit deserts so people have more choices. Make car share part of the larger transport eco-system (Lisbon actively promotes car share) and introduce mobility management for employees.

Q6. **Is there anything else you would like to tell us about the principles?**

Incorporate car share into the transport and parking policy actively; Once a city says this is the kind of city we want - ie fewer cars, more walking/cycling and public transit options then go about actively working with operators to achieve it. This has been proven to work all over the world. Back to base Carshare is one of the few mobility initiatives that is proven to have economic, social, health and environmental benefits when implemented well.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

The reason I have disagreed with the priority placed on car share is that it the policy has concluded that bikes and micromobility a high priority but car share isn't. All the cities with good movement of people combine car share and mobility hubs. When residents see this priority it encourages them to reduce their car ownership thereby freeing up more money that can be spent locally. If residents can use road space for their private car instead of their garage on a regular basis it is a private benefit that other ratepayers are paying for. Council as a 'mode manager' can do a lot to support initiatives that encourage residents to reduce their reliance on cars.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Governments try to influence journeys by car by time and place with tolls or higher charges at certain times of day. Councils influence demand through mode shift. Residents' cars add to the congestion for kerb space and when it is harder to park on them overnight streets are safer for walkers/cyclists , families. Car share is a proven way of generating and supporting significant mode shift - more so than public transit and requires no capital from Government. And only a small percentage of kerbside space needs to be set aside for car share for a city to get the benefits.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I think the policy is a great start but It seems unfair to me that council would give a permit to someone in the city fringe (probably still quite affordable) whereas someone living in the city has to pay $70k to buy a carpark or rent one. The Council needs to consider measures to reduce the size of the resident vehicle fleet parked onstreet! Like rubbish - just because you can afford to pay shouldn't be the reason you can put out more than one rubbish bag; Roads are not for car storage. 'By modifying the operation of the street network, balancing parking demand and developing community infrastructure initiatives' councils exercise control over car share. If carshare was as widely accepted as biking Wellington could well end up leading New Zealand with this policy. Please just include car share in these mobility hubs and also at major public transit nodes.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

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 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

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

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

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. Businesses located with the zone
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. New dwellings/homes built after 2020
6. All existing dwellings with 1 or more off-street space
7. Second permits
8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

It would be good to see the issue of parking minimums for commercial and residential properties raised during this consultation.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Second permits
4. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Providing exemptions will not change behavior. Once parking policy has been enacted, costs for parking will work their way into rent and housing prices. Therefore, they should not be exempted from on-street permits. Mobility permits are valid exemptions.

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Multiple people come with me on this journey

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

This parking plan looks great. It would be nice to see parking converted to cycle lanes that make cycling safer and easier in the CBD.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Repurpose city spaces, public and private, the objects and destinations of the transport and parking.

Q3. **Is there anything else you would like to tell us about the objectives?**

WCC Parking consultation Overview: The first thing to say about the WCC discussion document on parking changes to the local code is that there should be no acceptance of increasing population. Granted that subject seems to be intractable but the future does not lie with an increasing population in these distant isles of Aotearoa/New Zealand, nor globally. Other than that, the document seems to be an interesting and detailed attempt to take the next step in transport for Wellington city. In this perspective, an overriding presumption should be that parking planning will acknowledge reduced vehicle presence requiring parking in the city (with reducing actions). General consequences: Large scale parking areas (like garages, supermarket carparks) should be opened for general use rather than restricted to one private business (especially effecting supermarkets). Multi-level car parks could be actioned thus providing space for other transport options like direct bus ports, or sheltered packaging areas for other modes. The airport must restrict parking and public transport to the airport advanced. In this regard, the airport must cut back its operations and intrusions into neighbouring areas like Strathmore, and leaving behind its desperate runway extension plans.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

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Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

WCC Parking consultation Overview: The first thing to say about the WCC discussion document on parking changes to the local code is that there should be no acceptance of increasing population. Granted that subject seems to be intractable but the future does not lie with an increasing population in these distant isles of Aotearoa/New Zealand, nor globally. Other than that, the document seems to be an interesting and detailed attempt to take the next step in transport for Wellington city. In this perspective, an overriding presumption should be that parking planning will acknowledge reduced vehicle presence requiring parking in the city (with reducing actions). General consequences: Large scale parking areas (like garages, supermarket carparks) should be opened for general use rather than restricted to one private business (especially effecting supermarkets). Multi-level car parks could be actioned thus providing space for other transport options like direct bus ports, or sheltered packaging areas for other modes. The airport must restrict parking and public transport to the airport advanced. In this regard, the airport must cut back its operations and intrusions into neighbouring areas like Strathmore, and leaving behind its desperate runway extension plans.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

WCC Parking consultation Overview: The first thing to say about the WCC discussion document on parking changes to the local code is that there should be no acceptance of increasing population. Granted that subject seems to be intractable but the future does not lie with an increasing population in these distant isles of Aotearoa/New Zealand, nor globally. Other than that, the document seems to be an interesting and detailed attempt to take the next step in transport for Wellington city. In this perspective, an overriding presumption should be that parking planning will acknowledge reduced vehicle presence requiring parking in the city (with reducing actions). General consequences: Large scale parking areas (like garages, supermarket carparks) should be opened for general use rather than restricted to one private business (especially effecting supermarkets). Multi-level car parks could be actioned thus providing space for other transport options like direct bus ports, or sheltered packaging areas for other modes. The airport must restrict parking and public transport to the airport advanced. In this regard, the airport must cut back its operations and intrusions into neighbouring areas like Strathmore, and leaving behind its desperate runway extension plans.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport route has too many transfers

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

Q22. **Do you have any final comments about the topics raised in this submission?**

WCC Parking consultation Overview: The first thing to say about the WCC discussion document on parking changes to the local code is that there should be no acceptance of increasing population. Granted that subject seems to be intractable but the future does not lie with an increasing population in these distant isles of Aotearoa/New Zealand, nor globally. Other than that, the document seems to be an interesting and detailed attempt to take the next step in transport for Wellington city. In this perspective, an overriding presumption should be that parking planning will acknowledge reduced vehicle presence requiring parking in the city (with reducing actions). General consequences: Large scale parking areas (like garages, supermarket carparks) should be opened for general use rather than restricted to one private business (especially effecting supermarkets). Multi-level car parks could be actioned thus providing space for other transport options like direct bus ports, or sheltered packaging areas for other modes. The airport must restrict parking and public transport to the airport advanced. In this regard, the airport must cut back its operations and intrusions into neighbouring areas like Strathmore, and leaving behind its desperate runway extension plans.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

I think there's an assumption in 'support access for all' principle that people who are less able-bodied or are transporting children don't cycle or use public transport, which I don't think is true. Ensuring good access for all doesn't necessarily mean providing parking for all, that may not be what they need. EG. I am heavily pregnant right now, but that doesn't mean I need a park everywhere I go - in fact, I'm frustrated that I have to stop cycling because it's dangerous due to the lack of infrastructure. So it perhaps should be more like 'accessibility where needed'.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

Just to explain why I think local plans are unhelpful - people are idiots and very attached to their cars. How about we decide based on good evidence and research, and what's best for our health and environment? Let's not let the loudest people are against everything decide how we move forward (we won't).

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I don't residents' parks should be high priority in any area. A lot of Wellingtonians already have off-street parking and don't bother using it because the street it basically free. They have two or three vehicles and even bloody boats parked in residents parking. Commuter parks should also always be low priority - if people don't have a private carpark to stash their private property while they sit in an office for 8 hours, they should be using public or active transport instead.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I like that the price goes up in high demand places/times - but should people be encouraged to park in low demand areas with low pricing? How about just looking critically at whether that needs to be parking space at all?

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I would be very excited is we started prioritising our city spaces for people not cars. Obviously, we need roads - but I would to see us move into line with the world's most functional and modern cities by using those roads for moving people places, not for parking private property. I want buses, cycle routes and walkers prioritised - and I want council to work with Greater Wellington more effectively so that when people are forced to change their habits because of this new approach to parking, we have the infrastructure and services to support them to do this.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important

Q2. Are there any objectives you think we have missed?

Localism- allow businesses to use the carpark space outside their businesses how they want, eg parklets, extra seating

Q3. Is there anything else you would like to tell us about the objectives?

Really great objectives- I didn't see them translate as much as I would have liked to the rest of the proposal

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

I have a concern with the first principle in the full document: "The changes also need to consider the broader context of the Council's funding, and the effect any changes could have on ratepayers." As council receives revenue from parks, this is somewhat of a conflict of interest in regard to the above objectives. Considering what could be used with the space instead and how it could benefit everyone; it is concerning to see how the funds directed to council might subtract from that.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street**   Agree
ParkingHigh parking space priority:
mobility park, 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: loading
zones, coach/bus parks, public bus layover,
urban design features, bus stops, residents
parks, then small passenger service
vehicles/taxi stands.To what degree do you
think we have this correct for Council's central
**city off-street parking? **

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I don;t think short stay, residents, or commuter parking should ever be 'high priority' - this doesn't incentivize the other transport options which would better reflect the principles. Higher prioritzation of bicycle parks would be good to see- I live (like many Wellingtonians) up a lot of stairs which is a barrier to bicycle use. Especially for electric bicycles- that has definitely been a barrier to getting one; they are much too heavy to carry up a lot of stairs, but with safe places to keep on the road they would be ideal!!

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

It is good but also unclear how it will really work towards the principles and reducing parking- if parks are not well-used the space could be used for something else, rather than made cheaper.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

None of the above

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

It all looks great - though I would love to see in the near future some really bold reimagining of parking spaces in the CBD. So many ways that space could be used so much better!!

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Respondent No: 390

Name: Joanne Davidson

Individual

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

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Q2. **Are there any objectives you think we have missed?**

Support economic resilience and local economies – parking should be one of the tools used (e.g. via the District Plan) to try and encourage urban centres to have more locally owned and smaller-scale businesses vs the parking-heavy and also typically foreign-owned super stores and malls. Use strong evidence and data, from here and elsewhere. We have a great head start on smart city infrastructure for parking, and should be doing trials especially so we are well prepared for the LGWM change.

Q3. **Is there anything else you would like to tell us about the objectives?**

I think they're all important and worthy of support

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Where there is on-street private car parking in residential areas, prioritise parking for vehicles that best support mode shift and reduced car use such as e-carshare and community travel vehicles, carshare (second priority), and private EVs (lower priority). Transition of parking management must not worsen inequality. Car-centric transport systems and urban form already exacerbate forms of inequality and, while good, change will be disruptive and painful so the "pain" of change should be buffered for those who can least afford it. This should be well researched to ensure an appropriate transition e.g. consulting with disability sector representatives. Enable good quality parking infrastructure for sustainable vehicles. Enable the creation of secure, weather-protected, accessible parking for other forms of transport (e-bikes, bikes, mopeds, scooters, e-scooters etc) so all streets in both residential and destination areas have parking that supports good mode choice. Encourage use of parking structures that have a greening or placemaking effect.

Q6. **Is there anything else you would like to tell us about the principles?**

This policy should note that people should expect less parking available over time. The aim should be no new provision (at least for private vehicles) even for new developments. No new supply increases the cost of parking which is the strongest financial lever, but creating parking/space for public transport and other alternative modes of travel like e-car share makes those options more attractive and feasible, which is better for emissions, travel time (less congestion) and meeting sustainability goals. "Primarily focus the Council's role on prioritising existing space, not on increasing parking supply" – this principle should be stronger, in light of above, to highlight that the council's role is about decreasing the current supply of parking in the central city (and potentially elsewhere – e.g. at key recreation facilities) to a level so that there is less incentive to rely on private car travel to get around the city. The objective of the parking pricing principle should be to make better transport modes competitive: public transport, walking, scooting, cycling. The base price of parking and of public transport should both be transitioned to the point where public transport becomes realistically competitive and therefore a more attractive option. Parking revenue could explicitly be used to support improved public transport services, walking, biking/scooting and street amenity so people feel like they are gaining something rather than a loss or punishment. Local area parking plans must involve sound communication and engagement with the community so they are grounded in genuine need rather than simply fear of change.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. 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 then 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.To what degree do you think we have this correct for residential areas?

Disagree

Q12. Council Parks, Sports, Recreation & 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Disagree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

For all areas, a parking provision that is tied to the desired movement modes for the landuses would be ideal. For example, an approach that enables 20-minute neighbourhoods (an idea that Hamilton city submitted to central govt as part of their economic recovery) instead of assuming residents' parking is high priority because it's the outer areas. Key transport routes: On bus and other high-capacity public transport routes, parking must not impact peak time public transport function at all and ideally never. This reduces the effectiveness of public transport and drives people back to their cars. City Fringe: Dedicated car share and bike and mobility parking should be higher up in the priority list as they provide the most space efficient options for point to point transport alternatives vs. private car ownership. Residents' parking should be prioritised ahead of commuter parking but not be higher priority than measures to reduce car dependence overall. Outer residential: Outer residential areas generally have a high degree of car dependence; a high priority needs to be given to provision for alternatives in key locations. This could look like creating infrastructure for 20 minute neighbourhoods and supporting increased density and low car-use neighbourhoods in key areas. Mobility parking should not be a lower priority than residents' parking. These should at least be swapped. Council Parks, Sports, Recreation & Community Facilities: Recreation travel, sports travel and other non-commuter travel are key areas for public transport growth in Wellington. Bus stops and public bus layover need to be given higher priority as part of supporting the sustainable transport hierarchy for non-commuter travel.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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. Minimum pricing for parking needs to be maintained to help incentivise alternatives to the private car. Parking pricing must support the overall sustainable transport hierarchy and mode shift for the city's carbon reduction and congestion reduction outcomes rather than only be means of shuffling vehicles between high and low demand locations.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I think any changes to residents parking must avoid penalising people on lower incomes who rent, and may have limited choice about where they live or ability to use alternative transport. This could be addressed by things like allocating permits as a percentage of occupancy, rather than per household (e.g. households are entitled to have permit for 50% of adult occupants) or introducing income-based pricing for permits. The current scheme assumes that inner city suburb residents need cars. Wellington has an expensive cost of living with transport (predominantly cars) being the third largest spend after food and rent. Many residents in these areas already use or own micro-mobility vehicles, ride the bus, walk or use Mevo to get around, and these trends are growing. Many residents of these suburbs do not view car-ownership as a necessity, so the focus here should shift to equitable transition. The council is currently foregoing significant revenue (from providing a relatively low-cost residents parking scheme, coupled with the coupon-parking exemptions) in a time of significantly reduced cashflow. If increased revenue is invested in supporting measures which enable a transition away from car dependence the increased prices are likely to be both more acceptable and more equitable. Parking charges are explicitly tied to broader sustainability, low-carbon and equity objectives. With further densification planned in these areas that will enable better mass transit links and non-private car transport options, please don't let short-term or narrow arguments stop you from acting.

Q20. **What deters you from using public transport? Please select all that apply.**

When the weather is bad, I choose to use my private vehicle

Public transport is too far from where I live or from my destination

Other (please specify)

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

I think there are some great ideas in here that would really improve the liveability of Wellington and contribute to crucial emissions reductions goals such as the Zero Carbon Capital. One thing I would really like to see is a parking restriction/demand approach taken around school areas, which become crowded and unsafe during pick-up and drop-off because so many are in private cars. Reducing the ability of cars to park at peak-time around schools would encourage alternatives (like walking, walking buses and cycling) and actually make it safer for school children as well as reduce minor accidents as people try to navigate around each other.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

I think the objectives are spot on and have a brilliant mix of idealism (reducing private vehicle usage) and also encouraging active transport for a healthier city. I like the "active for all" objective which shows you have considered our diverse community.

Q3. **Is there anything else you would like to tell us about the objectives?**

Under the eco city objective, I wonder if you are going to charge cars for entry into the city, as some cities do overseas? If council carparks decrease, greater demand will mean private carpark companies such as Wilson carparks can charge higher rates for the carparking; if the council charged cars upon entry to Wellington City, the money would flow into the council on a user-pays basis, rather than to the private carparking companies. Vehicles could be charged via the current road-toll services and paid on the NZTA website, similar to road tolls in Tauranga and Auckland highways. To support "Access for all", there could be a system for registering a disability permit to a vehicle, or a temporary access permit which can be issued to reduce the toll, or remove the toll for short periods of time.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

Not sure where this comes into the plans: in prioritising active transport, where will we see bike lanes? Will any streets become pedestrian-only, under the current plans? E.g. Courtney, Lambton and Manners become similar to lower Cuba street.

Q6. Is there anything else you would like to tell us about the principles?

Honestly, I love myself some free parking, or cheap parking. It makes me more likely to drive my car in, which can be convenient. But I can bike. I can catch the train or bus. If we want a greener city, with active transport and public transport as the main methods of getting around, we need to make biking, running, and public transport cheaper and more accessible. Are there any places I can shower after locking my bike up? (no). Is there enough bike stands in the centre city? (yes). Is it cheaper to drive in (free parking in the evenings, $3 or $4 petrol cost) or catch the train ($10 return for an adult)? Can I easily get around town if I need to get from parlament to the Embassy? (no... a 10 minute free/one-doller shuttle through the centre city would be great, by the way). It needs to be cheaper and simpler to take public transport. So please, Make Parking Complicated (for people who don't need it) and make private transport more expensive (e.g. city road toll) to get cars off the roads, rather than allowing the rich folk to pay the parking companies instead of the council.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. 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 then 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.To what degree do you think we have this correct for residential areas?

Neutral

Q12. Council Parks, Sports, Recreation & 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

For question 7, it should be similar to the proposal for Central city (busses should be highest priority, then "mobility parks, urban design features, bicycle/micro-mobility parks, loading zones, then short stay parks" should be a medium priority. The city fringe carparks should be encouraging people to drive to, say, an outer train station and catch the train in (like in Auckland trains) or to drive to the fringes of the city and catch public transport/walkways from there. (e.g. parking at the caketin during non-match times, and have a good covered walkway and public transport into the city from there).

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Pricing should be used as a deterrant (as you have proposed) but you need to ensure that it doesn't become prohibitive for lower income demographics entering the city and accessing services. Whether you make public transport more accessible and cheaper to/from lower-income areas (yes please, and I live in Khandallah so I'm not even suggesting this for my own benefit) or have cheaper parking permits for disbility parking spots where the user has no option of public transport

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

If a second permit is issued for the same household, the second permit is more expensive

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. All existing dwellings with 1 or more off-street space
3. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. 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

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I am proud ot be part of this city - this council has the priorities in the right place

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I agree with Talk Wellington's view that the hierarchies should prioritise low-carbon logistics vehicle parking over dirty diesel twin-cabs and vans, incentivising a shift to green(er) delivery modes. And the hierarchies should prioritise the 20-minute neighbourhood model, irrespective of demands for unlimited free residents' parking on public roads.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Institute a commuter parking levy to more accurately price the cost of private vehicle commuting to the city environment, and in the medium term move to congestion charging.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

This policy is a step in the right direction. For too long Wellington parking has been run as if it's Masterton. You simply cannot and should not expect to be able to drive your car to the centre of a capital city and park easily and cheaply.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Increase parking capacity for carpark buildings in the cbd.

Q3. **Is there anything else you would like to tell us about the objectives?**

Increase the number of car parks in the cbd which are free for between 10-60 minutes

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Since the earthquake Wellington has lost a few carpark buildings. The council needs to build a large car parking building in the cbd to replace these car parks. Why is the councils plan not to increase supply after this earthquake.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

The CBD needs more parks that are 10-60 minutes that are free. E.g. P30 parks so that people can use the shops but the timeframe is limited

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. Second permits

7. All existing dwellings with 1 or more off-street space

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

The CBD needs more carpark buildings. The daily rate for using a park should be more expensive then using public transport. Street car parks should be between P10 - P60 so it encourages shopping or getting a coffee. Since the earthquake these carpark buildings have not been replaced which the WCC should replace. More EV free parks should be built around the city also. Public transport should run more frequently and be cheaper

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Meeting people's needs at higher density and from a smaller space per person. Supporting and delivering zero-carbon transport and activities.

Q3. **Is there anything else you would like to tell us about the objectives?**

The priority should be people first, with efficient use of space prioritised

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Following the principle of enabling more dense activities, motorcycle parking should be prioritised more than it is in this hierarchy.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Pricing is only a weak signal. People should be provided with more options to avoid needing the use of four-wheeled vehicles in the first place.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

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. All existing dwellings with 1 or more off-street space
6. Businesses located with the zone
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Public transport route has too many transfers

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

To meet the goals of making Wellington a liveable city that puts people first and has a realistic path to a zero-carbon future, I support the uses of public space that shift emphasis from Movement to Place. This requires supporting activities that require smaller spaces per person. eg from four-wheeled vehicle parking to motorcycle parking. I therefore support the overall approach but would like to see more emphasis on prioritising space away from four-wheeled vehicles towards two-wheeled and active modes of transport and prioritising the use of space for Place-based activities over Movement-based activities.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very unimportant
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

Ensure that you meet resident's needs. Enable residents to access their own town centre easily, quickly and dependably.

Q3. Is there anything else you would like to tell us about the objectives?

You have not reflected that your parking approach needs to meet a wide variety of transport needs at different times and you have placed too much emphasis on a growth projection that is clearly false now.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

Penalties are not incentives, only better transport is the only incentive.

Q6. **Is there anything else you would like to tell us about the principles?**

There have been no improvements to Wellington's transport system. You cannot prioritise transport or parking statically, it depends on purpose. Parking pricing is not an incentive, it is a tax. You MUST focus on increasing parking supply to replace lost parking and support new needs.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

You CANNOT prioritise parking with this kind of static priority. Your priority is to provide an access service for residents to their own communities and town centre, not to prevent access. You have not designated or designed effective key transport routes, they either interfere with access to the harbour to the shops/community built around them. First write a transport strategy, then you can work out the parking service requirement.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This is for Uber and private sector only. Such a pricing approach is great for the rich, but tells those who aren't to get lost.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

None of the above

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Yes, car share should not be provided on street anywhere in Wellington. Private companies that provide this service should provide the parking. Your studies from much larger cities are not relevant. You cannot prioritise one residents need over another except by ballot.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Multiple people come with me on this journey

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

There is no overarching transport strategy therefore this policy is invalid. This is not a parking policy it is a parking control document. We don't need this policy now because of COVID and until we understand the working from home impact this policy should be shelved to save expenditure.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Strong leadership particularly where change is confronting to the status quo

Q3. **Is there anything else you would like to tell us about the objectives?**

I strongly support policies to prioritise public transport over parking on key transport routes everywhere in the city (in both inner city & the suburbs). All key routes need to prioritise bus access over private parking if we are going to be serious about shifting to more sustainable transportation & lower carbon emissions. This would mean clearance of roadside parking (or an immediate move to parking on only one side of the street if there is room) on suburban roads - such as Colway St & Kenya St for example- in the short term at least. In the long term there should be redesign of the carriageway & verges on these routes. On roads such as Thorndon Quay & Victoria St impediments to efficient operation of bus lanes - such as random car parks, and raised pedestrian crossings jutting into lanes, should be disallowed as a general policy. Perhaps adoption of a priority order for every transport route in the city (e.g. bus/pedestrian/private vehicle/service vehicle) could help people to understand why parking was restricted on some routes and streets and not others). Finally, the City Council should also be absolutely committed to working closely & collaboratively with both the regional council and public transport providers to ensure the city's roading infrastructure is configured to support the most efficient and safe service delivery possible - and this should be a clearly stated policy.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

All policy changes should be consistent with, and clearly linked, to improving environmental sustainability and contributing to NZ's reduction of greenhouse gas emissions.

Q6. **Is there anything else you would like to tell us about the principles?**

Policies on use of private cars & provision of parking for them need to be considered in a broader policy context of our long term vision for the city - 50 to 100 years hence.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

In prioritising bus stops, it is important to also consider access in and out of the bus stop. Currently there are many stops throughout the city which are practically useless, because people can legally park right up to the edge of the marked stop, which is only as long as the bus itself. This means that buses have to stop in the roadway, which blocks other traffic (think Cockayne Rd) but also makes it very difficult for older people or people with mobility issues to actually board the bus.

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Pricing is likely to one of the most effective ways to encourage people to change their driving behaviour. It needs to be accompanied by provision of good alternatives to getting into town, e.g. more frequent public transport (buses or shuttles) and good cycleways/walkways that provide continuous safe access all the way into town.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. Businesses located with the zone
3. EV owners with no off-street parking
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

There should be no on-street carwashing where runoff goes to the stormwater system. This is imperative to help improve urban stormwater quality.

Q20. What deters you from using public transport? Please select all that apply.

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

I would prefer that there is an overall statement about Public Transport in here as well, to go hand in hand with a better-managed parking policy.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

There needs to be a statement to the effect that any loss in Public on-street Parking will go towards footpaths and cycleways, but not to any more vehicle lanes. We can manage with less on-street parking in central areas - we need continual upgrading of the pedestrian areas - and we desperately need more space for cycle lanes and scooter lanes.

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Neutral

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Motorcycle parking is disturbingly low on the priority list in all of these categories. Obviously Bus Stops and Light Rail Stops must take the highest priority in order to get the PT system flowing fast, but the allowance for motorbikes, motor scooters, e-scooters, and bicycles needs to be made much more frequent throughout the city. For every car park you delete you can gain 5-8 motorbike parks, or about 20 e-scooter parks. The provision of these need to be at least doubled or tripled. Smaller, more individual transport devices are the way of the future - not cars. You probably need to allow at least one bay for motor-biking on every side of every city block.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

You also need to control the taxis and ubers. Currently they crowd around certain spaces and they are a menace. Particularly near the Wellington Library, or what is left of it. They never pay for parking, yet they are parked up much of the time. Needs a new solution.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

If a second permit is issued for the same household, the second permit is more expensive

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Provide car share, mobility and micro-mobility on-street parking spaces

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

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. EV owners with no off-street parking
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. Second permits
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Residents in inner-city areas (like Mt Vic) do not need more than one car-park for one household. Residents in the central area / Te Aro area, need to either have an off-street park, or none at all. They will not be driving to work - they will be walking or bussing. The car will only sit on the road all week long and only be used at the weekend, and even then, quite rarely. There is zero need for the public to pay for them to park their private property on the public roadway. If they need a car, they can hire a Mevo.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

You're going in the right direction, but need to move faster. Less parking please - and more cycle lanes, more scooter lanes, more motorbike parking, more walking and cycling space. More spaces for 5-minute parking rather than 2 hour parking. Sometimes even inner-city residents need to take a car trip to pick something up. We need the city to work by enabling these actions, and discouraging the long-term storage of cars on city streets.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **   Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**   Strongly agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. All existing dwellings with 1 or more off-street space
3. EV owners with no off-street parking
4. Businesses located with the zone
5. Other pre-2020 dwellings with no off-street parking
6. Pre-1930s houses or pre-1940s apartments with no off-street parking
7. Second permits
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I understand WCC's scheme is widely praised within the international transport management industry. I would encourage you to continue looking at the annual charges for holding a residents parking permit, with a view to steadily increase the price, with the exception of mobility permit holders. You have the power to keep reminding people who have a choice of whether or not to own a car, of the true cost of that private ownership, and make them pay it. We have to keep asking ourselves, "Whose road is it anyway?" when we allocate the public domain of roadspace. Increasing carshare schemes and availability could help people release their grasp on private vehicle ownership.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I am MORE THAN DELIGHTED to see this piece of work so thoughtfully put together, with such a keen eye on the future transportation needs of our city, including bus priority. I encourage you to bravely withstand any protestations from people who believe they have rights of ownership to the road outside their homes (or in some cases, businesses). Please do all you can to free up road space on bus routes, particularly where the bus must traverse narrow winding streets, like Raroa Road in Highbury. Broken yellow lines to limit car parking would help the bus keep to timetable. Broken yellow lines could be applied on alternative sides of the road, for its full length.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

These are all important objectives. There are two problems with how they are presented in the document. One is that they seem to assume that amenity is related to how parking spaces are designed, and ignore how much land is allocated to cars overall. There is no objective that clearly looks at cutting the footprint of the car and providing more space for biodiversity and people. Nor is there anything here about equitable allocation. I believe the current residential parking zone system is totally unfair to people like me who do not own a car.

Q3. Is there anything else you would like to tell us about the objectives?

There's nothing in the objectives section of the document to indicate how they will be prioritised if you can't deliver all.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

Consistently apply the objectives. The council has a long history of listening to squeaky wheels and being afraid to reallocate parking spaces to better uses if anyone at all makes a fuss.

Q6. Is there anything else you would like to tell us about the principles?

In theory I love the idea of doing place plans. I've pushed for years for the council to do what I have called "precinct plans" so all council units and local restoraiton groups are working towards a common vision, not working against each other. But I have put local area-based parking plans as probably unhelpful is because it always turns into a way to stop reallocation of parking to other uses, not a useful process of doing rational space planning. And biodiversity, amenity and pedestrians always seem to be on the bottom of the pile. You need to focus on how you do local planning and how you develop a spine before we will get good outcomes. I've been less enthusiastic about the first principle because while it is important to ensure alternatives are available, waiting for better PT for example becomes just an excuse for not discouraging car use. And then WCC conveniently blames GW for poor PT, despite WCC failing to do things like shelters and bus priority, and nothing happens, and in the meantime the sense of entitlement to parking spaces grows.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly disagree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

You have totally under cooked the importance of loading zones and pick-up/drop-off spaces. As usual. Throughout the city there need to be places for courier vans etc to park to do their jobs. Otherwise they end up on the footpath. When I confront them and ask them to get off the footpath they not unreasonably point out that there is no alternative for them. I've had courier vans, scaffolding trucks and similar drive at me down the footpath, tell me to get out of their way and generally behave agressively. And that's partly because they feel they are not provided with a safe and legal option that will work. And partly because a lot of them are unsafe idiots. But we should at least get rid of the legitimate issue. It's also difficult for people to do quick drop-offs of things to friends and relatives, caregivers to call in, and so on. One of our highest priorities in every part of the city is to provide space that can be used for a short period - up to 10 minutes - to do quick jobs. And then enforce the no parking on footpaths rule absolutely. Your priorities will mean that most of the city will still lack these essential allocations. Where I've said agree instead of strongly agree it's because I think you are mostly there but have not got it quite right. Usually because you provide too low a priority for loading/short stay and too high a priority for longer term parking. On key transport routes you've completely missed the boat. Or maybe you have used poor examples of what you think are key transport routes. And by the way, why can't I put comments under each one when choosing a score? It's very tedious to have to scroll up again to look at your list. Lambton Quay should have no cars, and loading/disabled zones in side streets. There should be no EV, no short term parks, and lots of urban design features. In Thorndon Quay we recognised that the shopping centre should not be treated as a high traffic volume place, but rather a destination. Cars have alternatives - the motorway, Aotea. Treating it as a high traffic route is killing it. The inner city bypass and motorway were supposed to save the rest of the city (not that I ever believed that), but they can't if you then go on treating every other road cars like using as somewhere that should cater for them. Same goes for Whitmore, where pedestrians are being seriously disadvantaged because council officers believe it's an important traffic route. And the Quays. And so on. How much of our city do we want to blight? Every area except the motorway should feel like a piece of city, not like another motorway. But at least you got the commuter parking at the bottom where it belongs. In the Thorndon Quay work it was clear that far too many parking spaces are for long periods (10 hours) and used by commuters who aren't contributing at all to the local businesses. Whereas in council recreation areas etc you provide for commuter parking ahead of some other things, which should not be there at all. I live next to the Bot gardens and the parks around there should be for people using the gardens, not for commuters who should be taking the train.

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Put the price up to a very high level, and provide discounts for people with genuine disabilities/need, and hand out a few free vouchers with the rates bill that people can save up and use for outings or give to friends. Charge for all storage of cars for long periods, including "residential". Make all short stops (under 15 minutes in shopping centres and under 2 hours in residential areas) free. In the Thorndon work we looked at allowing people to book parks through businesses, for example for taking someone in for an eye operation. So when you book the appointment you can book a park at the same time. But we were advised that all that fancy and expensive electronic stuff didn't support doing bookings. That seemed very odd, and very retrograde. If that's the case, we need to find another way of ensuring that parks that we provide to support local businesses are actually used for that. When I talked to Tinakori Road business people one year about a placemaking proposal, they admitted that a lot of the parks that should be used by customers are being used by staff of businesses.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

In relation to the priorities in 18, there is an issue about businesses. I would give them a higher priority if they have no off-street access and the park is used by the primary operator only when working there. I would probably make that sub-group a 3. Overall, I'd like to see on-street parking used as an exception by all residents, not be seen as an entitlement. One of my neighbours stores his second car in another location (carparking building in town I think). Cars that are seldom used shouldn't be cluttering up the streets. People need to be pushed into sharing cars, hiring cars, walking, using PT, getting things delivered. The way we allocate road space says a lot about what we expect, and our current residential parking approaches is saying loud and clear that every house needs a car and has a right to have a car and has a right to have their car at home. But equally, we need district plan provisions that ensure that we don't just end up with every street full of ugly driveways and garages. We need to get the footprint of the car fleet down by reducing car ownership, not just shifting it around.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

My key point is that current settings are saying "it is normal to own a car, you have a right to use and park your car anywhere, you have a right to store your car by your house. If parking isn't available, you have a right to be annoyed about that". We need to be saying "Being car-less is good, and we love people who mostly use sustainable modes. You have a right to expect that the services you need such as buses and delivery vehicles will be given priority over your neighbour's private car. We will use allocation of road space to incentivise services that will help you be car-free, like car share companies" We are also currently saying "this is a good use of public space, because it's a road and roads are for cars". We should be saying "this is a public open space for people, and cars can use it but the priority is people not bits of metal, and storing things will cost you because it costs everyone else to have street space used inefficiently by vehicles that reduce amenity and safety". As the man at Walk 21 Sydney said, "streets are not small roads. Streets are the most ubiquitous public open space in our cities" And I would add "streets need to be designed the way we would design a public park, to encourage people to mix with other people, connect with their local environment, behave sensitively, and to optimise public benefits." We shouldn't fill the botanic gardens up with carparks just because people want to drive there, and we shouldn't fill Lambton Quay up with vehicles just because some people want to drive. We need to focus on what people need, not what they want. I was shocked in the Thorndon Quay discussions to have a councillor say that she used that road because she liked using it, and didn't feel like using the alternative arterial roads that the traffic planners designed for her trip, and she had a right to add her car to the traffic in a shopping centre because that's her choice. It's attitudes like that that mean we need to be sending much clearer signals about what is socially acceptable.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

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Strongly Agree

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Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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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 12months (with a refund option if you move out of zone)

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4. Other pre-2020 dwellings with no off-street parking

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
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Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

**Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

In suburban areas with shopping centres loading zones and taxi stands need to be a higher priority; likewise in Council parks etc.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

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. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

On bus routes ensure parking is permitted on one side only.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I am pleased to see this planning is being done as part of the overall plan for LGWM. Prompt action is required! It will be Important to enforce any restrictions imposed on parking areas.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Maintain access of parking for residents in residential areas.

Q3. **Is there anything else you would like to tell us about the objectives?**

I would like to see a lot less cars on the road and much better public transport.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Make sure that communities close to the city are not inundated with people who park in residential streets all day and go off to work in the City. Allow two resident's parking permits per household. Give priority to residents parking.

Q6. **Is there anything else you would like to tell us about the principles?**

There is no need for more car parks in residential areas. Just make sure that everyone who parks in a residential street near the City has a Resident's Parking Permit. User pays!

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street Parking**High **parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I think this is a good initiative and hopefully it will encourage people to leave their vehicles at home. However, it has to be backed up by a good public transport system. Also safe footpaths and less traffic in the inner city would encourage more people to walk.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Second permits
4. EV owners with no off-street parking
5. All existing dwellings with 1 or more off-street space
6. Businesses located with the zone
7. Other pre-2020 dwellings with no off-street parking
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

No coupon parking. Resident's priority parking at all times if they pay for a permit regardless of whether or not they have access to off street parking. Some households consist of several adults who need to own motor vehicles. If they're willing to pay for a permit, they should be allowed one and not penalised because they live with other people with motor vehicles.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Give residents in inner city suburbs preferential parking regardless of whether or not they have access to off street parking. In my street there are several homes with adult occupants who all must have access to motor vehicles. if Parking Permits are limited to one or two per household then these people will be penalised. If they will to pay for a permit they should be given preference over coupon parking.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

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.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Make best use of parking to change behaviour and achieve sustainable travel and liveable city goals. Driving and parking are neither a right nor an entitlement. Enable good quality parking infrastructure for sustainable vehicles. Enable the creation of secure, weather-protected, accessible parking for other forms of transport (e-bikes, bikes, mopeds, scooters, e-scooters etc) so all streets in both residential and destination areas have parking that supports good mode choice.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

City fringe: Dedicated car share and bike and micromobility parking should be higher up in the priority list as they provide the most space efficient options for point to point transport alternatives vs. private car ownership. Council Parks, Sports, Recreation & Community Facilities: Recreation travel, sports travel and other non-commuter travel are key areas for public transport growth in Wellington. Provision of bus stops, and public bus layover need to be given high priority as part of supporting the sustainable transport hierarchy for non-commuter travel.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Council should work with central government to clarify or amend the Local Government Act such that council can charge to reflect the opportunity cost of on-street residents' parking.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Businesses located with the zone

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I disagree with your ranking of EV vehicle charging stations in this mix, although I am totally in support of EVs rather than fossil fuel. However, regardless of the type of fuel, I believe refuelling is the owner/driver's responsibility and no type of vehicle should be entitled to Council-provided refuelling on the side of busy urban streets and main transport routes. Also, your definitions of types of service vehicles do not appear to provide for the myriad of services required from time to time by businesses and organisations in the city.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

If a second permit is issued for the same household, the second permit is more expensive

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. EV owners with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

Other (please specify)

Public transport is too far from where I live or from my destination

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Q21. **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

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Somewhat unimportant
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Strongly agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Strongly Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. EV owners with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. Businesses located with the zone
6. Second permits
7. New dwellings/homes built after 2020
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Maintain access of parking for residents in residential areas.

Q3. **Is there anything else you would like to tell us about the objectives?**

I would like to see a lot less cars on the road and much better public transport.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Make sure that communities close to the city are not inundated with people who park in residential streets all day and go off to work in the City. Allow two resident's parking permits per household. Give priority to residents parking.

Q6. Is there anything else you would like to tell us about the principles?

There is no need for more car parks in residential areas. Just make sure that everyone who parks in a residential street near the City has a Resident's Parking Permit. User pays!

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **   Strongly agree

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Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think this is a good initiative and hopefully it will encourage people to leave their vehicles at home. However, it has to be backed up by a good public transport system. Also safe footpaths and less traffic in the inner city would encourage more people to walk.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I think this is a good initiative and hopefully it will encourage people to leave their vehicles at home. However, it has to be backed up by a good public transport system. Also safe footpaths and less traffic in the inner city would encourage more people to walk.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. All existing dwellings with 1 or more off-street space

2. Second permits

3. New dwellings/homes built after 2020

4. Businesses located with the zone

5. EV owners with no off-street parking

6. Pre-1930s houses or pre-1940s apartments with no off-street parking

7. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

No coupon parking. Resident's priority parking at all times if they pay for a permit regardless of whether or not they have access to off street parking. Some households consist of several adults who need to own motor vehicles. If they're willing to pay for a permit, they should be allowed one and not penalised because they live with other people with motor vehicles.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

I need my vehicle for work

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Give residents in inner city suburbs preferential parking regardless of whether or not they have access to off street parking. In my street there are several homes with adult occupants who all must have access to motor vehicles. if Parking Permits are limited to one or two per household then these people will be penalised. If they will to pay for a permit they should be given preference over coupon parking.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

Introduce online application and permitting system

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

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Agree

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Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

No

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

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Limit the number of permits issued to 85% of capacity/total available spaces per zone

Introduce online application and permitting system

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4. All existing dwellings with 1 or more off-street space

5. Pre-1930s houses or pre-1940s apartments with no off-street parking

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City?

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

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Neutral

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

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.

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.   1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.   Using public transport is difficult when travelling with young children/babies

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.   Multiple people come with me on this journey

Q22. Do you have any final comments about the topics raised in this submission?

Overall I support the direction this is taking Wellington in but what I am keen to see is how these will be implemented and what behaviour change leverages will be out there to encourage people to change their habits. We also need to be better at rewarding good behaviour, not just discouraging parking.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Introduce discounted exemption permits for mobility permit holders and EV car-owners

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce online application and permitting system

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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 12months (with a refund option if you move out of zone)

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Public transport route has too many transfers

Public transport is too far from where I live or from my destination

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I am in favour of these hierarchies as they place a high value on parking for environmentally friendly transport modes, like buses and bikes.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

the Ease of Parking for Vistors to the Wellington City CBD

Q3. **Is there anything else you would like to tell us about the objectives?**

Single focused objectives that sre not a reflecton of the wider community

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very unhelpful

Q5. **Are there any principles you think we have missed?**

These question above are asked in a certian way to get certain sections of the Council desired out come

Q6. **Is there anything else you would like to tell us about the principles?**

Have no reflection on the needs of the wider comunity , families from the outer neighbourhoods

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Yet again these questions do not reflect the general / majority of peoples needs

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Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

The present sytsen is the best no need to change , encourage turn over of car parks every 2 hours ,

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

the last question did not allow that it is not pratical to cycle due to where you live or the activity that you are going to do

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

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 with the zone

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Supporting "Economic Localism", ie 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.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **   Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I don't think that on-street car parking (Short-stay, Residents, or Commuter) should ever be given high priority. This places on-street parking at the same level as bus-stops, and in many cases above mobility parking, EV parking, car-share, bicycle/micro-mobility parking or loading zones. This is counter to the council's own sustainable transport hierarchy and objective of "Becoming an Eco-City". The worst cases of this are in the "City Fringe" and "Outer Residential Areas". I would like to see bicycle and micro-mobility parking prioritised everywhere. Many Wellington houses are up loads of stairs that can make taking your bike home everyday a heavy deal. Some cities provide lockable neighbourhood bike storage and I think WCC should prioritise space for doing the same. I think motorcycle parking should be given higher priority. Motorcycles are not allowed to park in paid car parks, and the undersupply of dedicated parking results in motorcycles being parked on footpaths and bike racks. Another option would be to open up the use of paid car parks to more types of vehicles.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I 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, I 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 charges. If a park has low usage, I 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

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

If a second permit is issued for the same household, the second permit is more expensive

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

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.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport is too expensive

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

the goal of land designated as roadways being used as transport corridors in the most efficient, healthy and eco-friendly way possible to move people. roadways to move from being vehicle parking areas, regardless of vehicle type. ie there should be no expectation of long term on-road parking, for residents, tradies or taxi type businesses.

Q3. **Is there anything else you would like to tell us about the objectives?**

I'm presuming the "shift in type of transport" is away from single occupant petroleum product driven vehicle - this I support

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Bus & bike/scooter lanes must have priority over parking Parking should always leave space for walking, including e-scooter parking. If parking cannot allow safe walking parking should be discontinued

Q6. **Is there anything else you would like to tell us about the principles?**

it should be easy to pay for time actually parked without returning to the vehicle

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

a proportion of Mobility parks should always be above resident parking, regardless of the area. Small passenger service vehicles should be prioritiesed over taxis where their passenger numbers are likely to be higher than single occupant taxis

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I agree with the increase of price after a set time in busy areas.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

roadways are for transport, so if a property has no off street parking the resident should expect to use public transport, walk, bike or e-scooters

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport route has too many transfers

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

E-scooters should be parked on roadways, not take up footpath space. Bike parking should be prioritised over car parking eg a couple of double storey bike parks near Lambton Quay have been full the times I've been past them so there should be more built, considering that there must be about 10 bikes parked per carparking space. Tradies should be restricted to loading times, there's no need for them to park on the road for the whole day in the city. They should off-load tools then park in a parking building which should be part of the project cost. there should be bus lanes BOTH ways at least morning and evening, if not the whole day, on the route past the hospital.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Halve the number of on street parking spaces over the next 5 years. Charge for all on-street parking so that the cost of parking is borne by those occupying public road space. Culture change - informal parking on footpaths and other unintended places is no longer tolerated.

Q3. **Is there anything else you would like to tell us about the objectives?**

The objectives are too vague to measure whether they have been achieved. Rewrite them so they are Specific, Measurable and Time-bound. This will be critical so you can achieve "Principle H: align Council business operations with the parking policy and report annually on performance." I am unsure what "Deliver service excellence and a safe working environment" means. "Ecocity" in regards to parking policy should include reducing greenhouse emissions, and improving freshwater and coastal water quality by reducing untreated road runoff.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Our actions will be informed by evidence and international best practice.

Q6. **Is there anything else you would like to tell us about the principles?**

Support local area-based parking plans where there is a need, only. Community support is irrelevant - base your support on evidence and expert opinion, not the opinions of vocal minorities. If you must defer decisions to the unqualified community then at least do a representative survey, not consultation that is easily hijacked by those with time and money at their disposal.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Bicycle parking should be high priority in the city fringe. Many apartment and town houses have insufficient storage space for bicycles. There is demand for public secure bicycle parking in these areas.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

The low demand cost of parking should be set at a level that at least reflects the land value, and the opportunity cost of that land being unavailable for other public purposes (green space amenity, water treatment of road runoff, outdoor dining etc).

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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

Q18. **Allocation of residents parking permitsPlease 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.**

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. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

EV owners should not receive a higher priority than fossil fuel owners. They occupy the same road space, and they still have a high emissions profile in comparison to walking and cycling when emissions associated with manufacture are accounted for. EV ownership is associated with high incomes, and it is inequitable and unnecessary to offer this group a subsidy or preferential treatment on the basis they can afford an EV. In areas with high non-residential parking demand (ie around the hospital), 40% of households having parking may not be a sufficient indicator of the need for a residential parking scheme.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

I would like to see on street parking reprioratised for use as active transport corridors, or retired and returned to green space with planting, or used as rain gardens to treat road runoff in order to improve the water quality of our harbour and streams.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Need emphasis on goal of changing behaviour and turning this into a sustainable city. Parking should no longer dominate over all else. Emphasis on proper enforcement so thatNo linger a does not a tolerance for parking on footpaths, grass reserves etc

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Disagree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Disagree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Priority should be given to parking forms that assist in change in travel behaviour or help meet carbon zero goals

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Parking supply and pricing must be linked to land use. It needs to support your transport hierarchy and help to bring about change

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Very unimportant
Support business wellbeing	Neutral
Support city amenity and safety	Very unimportant
Support access for all	Very unimportant
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Very unimportant

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

disabled people are disproportionately impacted by parking availability. The availability of mobility parking in Wellington is very low and needs to increase

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Mobility parking must be high priority in ALL areas

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV owners with no off-street parking
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. All existing dwellings with 1 or more off-street space
5. Other pre-2020 dwellings with no off-street parking
6. New dwellings/homes built after 2020
7. Businesses located with the zone
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

I need my vehicle for work

I don't feel safe using public transport early in the morning/late at night

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

I live too far from where I'm going to walk or cycle

Q22. **Do you have any final comments about the topics raised in this submission?**

All state bodies in New Zealand, including local government, have a responsibility to uphold the principles and articles of the United Nations Convention on the Rights of Persons with Disabilities. There are a number of articles pertinent to transport and the built environment in the UNCRPD, including: • Article 3, which includes the principles 3(c) "full and effective participation and inclusion in society" and 3(e) "equality of opportunity". • Article 4.3, which states that for "decision-making processes concerning issues relating to persons with disabilities, States Parties shall closely consult with and actively involve persons with disabilities, including children with disabilities, through their representative organizations". • Article 9, which states "To enable persons with disabilities to live independently and participate fully in all aspects of life, States Parties shall take appropriate measures to ensure to persons with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas." New Zealand Disability Strategy 2016-2026 is also a key document for guiding public service provision in New Zealand. The outcome of the Strategy most relevant to this consultation is Outcome 5: "We access all places, services and information with ease and dignity", which includes priority 10, "Increase the accessibility for disabled people of the built environment and transport services".

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Respondent No: 419

Name: Amanda Shaw

Individual

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

No

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Co-ordination with public transport planning by the GWRC will be critical.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I think mobility parking considerations should be taken into account under every scenario because people who need this often may not be able to travel very far at all. Not providing for mobility parking on, for example, Thorndon Quay where there are very few side roads where mobility parking could be located seems unfair. What is the alternative for these residents?

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This is only fair if people have good, viable alternatives for the choice they are being judged for - need the carrot as well as the stick.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

None of these, I use public transport regularly

Q21. **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

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

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 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).

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

The transport hierarchy should be explicit in the principles.

Q6. **Is there anything else you would like to tell us about the principles?**

I find these principles a bit generic so I worry that they will not actually help make difficult decisions.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

I feel resident's parking is provided too cheaply, and there is often too much of it in areas where most homes with either no car or off-street parking. I am worried that the relatively high priority in the hierarchy will continue the entitlement people feel to have very cheap on-street parking which clogs streets and footpaths. We should be discouraging multiple cars per household and the storage of private vehicles on the street.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I would like to see prices rise consistently over time, in addition to demand pricing. This will gradually discourage private vehicle use, which aligns with the overall objectives (e.g. shifting transport mode and climate goals).

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. EV owners with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Permits should only be available to households with no off-street parking - other households and second permits should not be accommodated in the allocation of space. Pricing should be high (with exemptions for mobility permits) to better reflect the value of the space (including amenity and safety for pedestrians).

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

I support the policy overall. I strongly support the transport hierarchy and would like to see it applied vigorously to reduce private vehicle use in Wellington. I believe increasing prices will be much more effective than time limits or fine-grained entitlement rules. I support greater investment in public and active transport to complement this.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

No

Q3. **Is there anything else you would like to tell us about the objectives?**

No

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

What about cycleways?

Q6. **Is there anything else you would like to tell us about the principles?**

No

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

No

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

No

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. Businesses located with the zone

5. New dwellings/homes built after 2020

6. All existing dwellings with 1 or more off-street space

7. EV owners with no off-street parking

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

No

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

I need my vehicle for work

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Just want to see more cycleways

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Less provision for EV parking. They can charge at home

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

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. Second permits
6. All existing dwellings with 1 or more off-street space
7. Businesses located with the zone
8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Allocate permits per household as a percentage of occupancy, rather than equally across all households

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Remove people's sense of private ownership of road space to store their private vehicles

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Across all Council's avenues of influence (all tools, including communication and its own corporate practice) make best use of parking to change behaviour and achieve sustainable travel and liveable city goals

Q6. **Is there anything else you would like to tell us about the principles?**

Parking is priced at a level that achieves policy objectives and is consistent with other transport objectives – the objective here should be to make better transport modes competitive

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Key Transport Routes: - Agree with the caveat that movement and exchange need to be properly optimised on "key transport" routes that are also destinations, like Lambton Quay - On bus and other high-capacity public transport routes, parking must not impact peak time public transport function at all. City Fringe: - Higher prioritise carshare and bikeshare Outer Residential: - Would like to see a landuse-coupled parking approach that enables 20-minute neighbourhoods and doesn't assume "we're in the outer area, therefore residents' parking is needed"

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

- Consider a commuter parking levy. This will help encourage alternative means of transport - Parking supply and pricing must be strongly linked to landuse - Minimum pricing for parking needs to be maintained to help incentivise alternatives to the private car - Real-time pricing and space availability information should be very readily accessible, to minimise cruising

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Address equity issues using a solid evidence base: - Cheaper residents parking permits for tenants compared to owner-occupiers - Allocate permits per household as a percentage of occupancy, rather than equally across all households (e.g. households are entitled to have permit for 50% of adult occupants) Revise the resident/coupon exemption parking system: - Encourage all new permits issued to only be coupon exemptions, and be priced more closely to the existing coupon parking permit costs. For reference, a monthly coupon park is $2400 a year ($200/month). Presently, resident coupon exemptions are provided at $120/year, or a 95% discount. This is far too cheap and clearly WCC shouldn't be subsidising parking this much. Suggest new permits be issued closer to a 50% discount of true deemed value (which coupon parking fees seem to be).

Q20. What deters you from using public transport? Please select all that apply.

Public transport timetable doesn't suit my schedule

Public transport route has too many transfers

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

All street space should be used most effectively to suit it's route/location. Clearly in inner/outer residential areas a good amount of the spare (outside of moving traffic lanes) road space should go towards parking for various time periods, however this should definitely not be the case everywhere. - Arterial routes (adelaide road, lambton quay, cambride/kent terrace, victoria streets for example) should strongly prioritise the movement of people, regardless of mode (think public transport and micromobility - provide for all the options), and not waste space for private vehicle storage (literally empty boxes of steel) - In areas with high civic value (like cuba street and suburban centres) instead of providing lots of parking RIGHT THERE, provide 'some' parking in adjacent side streets (maybe) and instead provide more space for PEOPLE - extend footpaths and allow businesses to spread out into the pavement to help create vibrant places. Napier does this pretty well with their Emerson St but Wellington I'm sure can do this better

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Oppose night parking charges as cars are necessary when public transport is infrequent & people in groups need longer & unpredictable parking hours, otherwise town entertainment will suffer badly.

Q3. **Is there anything else you would like to tell us about the objectives?**

Get Council parking buildings back in service. Outsourced parking is not satisfactory. Fixed (low) night parking to be part of the policy for parking buildings.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Support provision/ restoration of Council parking buildings

Q6. Is there anything else you would like to tell us about the principles?

Ongoing relentless removal of roadside parking is opposed

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Priority for economic fixed price night parking on & off street.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

No on street night parking. Low fixed off street night parking charges.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Businesses located with the zone
3. Other pre-2020 dwellings with no off-street parking
4. Second permits
5. New dwellings/homes built after 2020
6. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

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

Q21. **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

I don't have a bike or want to purchase one

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Survey is far too long! Few will complete.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Separate landuse from private motor vehicle parking requirements: – All private car parking requirements should be transitioned away, so that the market can function properly to improve liveability and manifest the sustainable transport hierarchy. Pave the way for increased use of sustainable transport modes. 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.   Use strong evidence and data, from here and elsewhere: – We have a great head start on smart city infrastructure for parking, and should be doing trials especially to prime us ahead of LGWM change. Evidence such as SFPark is also so extremely compelling and should be a key pillar of the policy and importantly the comms about it.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Where on-street private car parking is being provided in residential areas, prioritise parking for vehicles that best support mode shift and reduced car use. Eg. e-carshare and community travel vehicles. Transition of parking management must not worsen inequality. Enable good quality parking infrastructure for sustainable vehicles. Enable the creation of secure, weather-protected, accessible parking for other forms of transport (e-bikes, bikes, mopeds, scooters, e-scooters etc) so all streets in both residential and destination areas have parking that supports good mode choice. Especially encourage use of parking structures that have a traffic calming, greening or placemaking effect.

Q6. **Is there anything else you would like to tell us about the principles?**

People should understand through this Policy that they should expect to see less parking generally over time. Avoiding new supply increases cost of parking which is a strong financial lever. "Primarily focus the Council's role on prioritising existing space, not on increasing parking supply" – this principle should be stronger (in light of principle A) to highlight that the council's role is in is about decreasing the current overall supply of parking in the central city (and potentially elsewhere – e.g. at key recreation facilities). "Parking is priced at a level that achieves policy objectives and is consistent with other transport objectives" – the objective here should be to make better transport modes competitive and more appealing: eg. cycling, walking, scooting, public transport. Consider explicitly using parking revenue to support improvements to these preferable transport modes. This will help create a clear transition path in people's minds and reduce the idea of loss. "Support local area-based parking plans where there is a need and community support." – Local area plans must be properly coupled to landuse, involve sound communication and engagement so that community are grounded in genuine need rather than simply fear of change to the status quo.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

For all "centre" areas: Logistics and deliveries parking that's provided should give priority and better provision to sustainable and low-impact delivery vehicles (e-cargo bikes, small e-vans instead of lorries etc) than traditional logistics vehicles.   District Plans ands consents should be changed to prevent use of large vehicles (HGVs et al) except in the small hours when the fewest people are around.   For all areas, parking provision should correspond with landuse/key routes. herefore residents' parking is a high priority". This would otherwise tie Wellington into sprawl. Key transport routes: * - Agree with the caveat that movement and exchange need to be properly optimised on "key transport" routes that are also destinations, like Lambton Quay. * - In places like this, urban design features, and to a lesser extent bike/micro-mobility parks, can significantly improve the amenity and thereby vibrancy of a street and should have higher priority than the other types listed in here.   * - On bus and other high-capacity public transport routes, parking must not impact peak time public transport function at all and ideally never. It's simply a daft tradeoff. City Fringe: * - "Disagreed" because dedicated bike, micromobility and car share parking should be higher up in the priority list as they provide the most space efficient options for point to point transport alternatives vs. private car ownership. (And these transport options of course reduce emissions) * - Residents' parking should be prioritised ahead of commuter parking but is not a higher priority than measures to reduce car dependence overall. Outer residential: * - Outer residential areas generally have a high degree of car dependence, and we need to find effective ways to support alternative transport options. ie. creating the infrastructure for 20 minute "urban villages". Also, Mobility parking should be a higher priority than residents' parking. * - Good to take into account that outer areas doesn't automatically mean residential parking is needed. Council Parks, Sports, Recreation & Community Facilities: Recreation travel, sports travel and other non-commuter travel are key areas for public transport growth in Wellington. Provision of bus stops, and public bus layover need to be given high priority as part of supporting the sustainable transport hierarchy for non-commuter travel.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

1. Parking supply and pricing must be more focussed on landuse, eg. active travel catchments of schools. Routes that are well-used (via any form of transport/micro-mobility) are important ones to 'declutter' (via reducing parking appeal). 2. Minimum pricing for parking needs to be maintained to help incentivise alternatives to the private car (ie. micromobility). This is important in order to reducing car park demand/use/congestion overall (not just shuffling the same cars between low/high demand areas). 3. Focus on the best ways to achieve large, overall (and longterm) goals like reducing emissions, and how to achieve these most effectively. Don't let revenue-raising cloud judgement and obscure values. 4. A commuter parking levy could be a great tool for discouraging commuting to the city/centre by car. 5. Real-time pricing and space availability information should be very readily accessible, to minimise park 'cruising'. - Cruising would be a negative outcome. Use both the smart cities parking management ideas (to the extreme), and basic, low-tech information.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

ONE: Address equity issues using a solid evidence base: It's important that any changes to residents parking avoid penalising renters on low incomes. These people may have limited choice in finding rentals, live in higher density households, and be more likely to have shift work. Furthermore, the council does not yet have good information about whether properties are single flat or multi-flat dwellings. A scheme which allocates permits on the basis of property/property-type rather than occupancy will tend to favour low occupancy dwellings, and this could disadvantage (car-using\) low income renters a lot. Some ways to address this: 1. Allocate permits per household as a percentage of occupancy, rather than equally across all households. 2. Reduce the price for permits for renters, compared with owner-occupiers. 3. Introduce income-based pricing for permits. Support policies with good information and research. TWO: A revised Resident/Coupon Exemption parking system: To ensure that there is adequate road space for other landuse within resident parking areas going forward, it's best to halt expansion of resident parking zones and instead to move towards more coupon parking exemptions for residents. This will provide more flexible and reliable parking options for residents in the area by allowing parking to be spread across the area. Residents with resident parks will still be able to park anywhere in a coupon parking spot as they can currently. Re questions of equity: 1. Does not affect any current residents if: All existing residents keep their existing parking arrangements at the current prices, and therefore would not be subject to any changes in equity. 2. The current scheme assumes that inner city suburb residents need cars: Many residents in these areas already use or own micro-mobility vehicles, ride the bus, walk or use Mevo to get around, and mode shares of these are growing. We encourage the council to recognise that the residents of these suburbs do not view car-ownership as a necessity, and to focus on equitable transition in the context of these trends. 3. Parking charges are tied to broader sustainability, low-carbon and equity objectives. THREE: Additional Parking for Micromobility/Bikes: The city is currently lacking in this area. Developing safe micromobility parking infrastructure (on or off road) would be very beneficial for a large population of micromobility/bike users. If the micromobilty using population grows, this will have a great environmental impact, and reduce car park demand and congestion. FOUR: Residents Parking for Electric Car Share Companies: Supporting these companies is a great way to assist in the beneficial transition away from individually owning/running/storing/parking cars.

Q20. 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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

Public transport is too far from where I live or from my destination

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

I'd like to see existing parking spaces, especially in central Wellington, be replaced with alternative exciting urban initiatives. I believe more cycle ways in these spots are important for safer and more encouraged micromobolity travel. In pedestrian/public dense areas, I'd love to see wider footpaths, extended/more pedestrian-only malls, and/or other creative public urban spaces (eg. mini 'green' spaces or street performance areas). This is a brilliant opportunity to boost the practicality and the creative aesthetic and functionality of our capital.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

Ensure that residents in areas with limited off and on street parking maintain the amenity value of their properties through preferred access to street parking

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Q3. **Is there anything else you would like to tell us about the objectives?**

Your seven objectives failed to include resident needs and priorities. A significant oversight.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Support local area-based parking plans where there is a need & support

Very unhelpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

The principles can't help you achieve local area based parking because the principles make no mention of resident needs.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

There is good and bad in these hierarchies - hence why I've mostly given neutral. The answer depends on the local geographies. Where streets are wide enough (eg Thorndon Quay) then angle parking should be a priority.

Q15.	**Do you agree with this pricing approach?**	Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

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Q18. Allocation of residents parking permitsPlease 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.

1. Second permits
2. Other pre-2020 dwellings with no off-street parking
3. Mobility permit holders
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Businesses located with the zone
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. EV owners with no off-street parking

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport route has too many transfers

Public transport timetable doesn't suit my schedule

I have to make multiple stops or multiple journeys

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

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.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

Reducing car ownership throughout the city. Why should people that don't own a car fund the improvements for people that own multiple cars?

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Why didn't you let the public choose hierarchy? This is now a closed question and will provide useless information. Overall prioritisation of public transport to work/for leisure. Residential parking should probably have a higher overall ranking at the expense of short stay parking and commuter parking.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. Second permits

7. New dwellings/homes built after 2020

8. All existing dwellings with 1 or more off-street space

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

Short term parking with residential exemptions seems best to deal with issues such as hospital workers parking all over newtown

Q20. What deters you from using public transport? Please select all that apply.

Other (please specify)

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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)

Introduce online application and permitting system

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 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Mobility permit holders

4. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. Second permits

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Using public transport is difficult when travelling with young children/babies

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

These objectives are so open to interpretation - it is easy to agree with what I think you mean by them, but supporting them with examples of what this would look like in action would have been really useful for this process.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

Where is the principle around why/where/when parking is removed to facilitate the first principles? Surely the supply will not just decrease in relation to demand, but in relation to allocating space to achieve the objectives of the policy.

Q6. Is there anything else you would like to tell us about the principles?

Parking pricing is problematic from an equity perspective - those who have less money will be more disadvantaged than others. Those who already have private parking at home/work are already privileged and their behaviour will not change. Focusing on supporting local area plans where there is 'support' supposes that there is comprehensive understanding of local sentiment - not just the loudest voices in the area.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Pre-1930s houses or pre-1940s apartments with no off-street parking

3. Other pre-2020 dwellings with no off-street parking

4. EV owners with no off-street parking

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

EV charging parks assume everyone has equal access to getting an EV.

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street**   Disagree
ParkingHigh parking space priority:
mobility park, 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: loading
zones, coach/bus parks, public bus layover,
urban design features, bus stops, residents
parks, then small passenger service
vehicles/taxi stands.To what degree do you
think we have this correct for Council's central
**city off-street parking? **

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Logistics and deliveries parking that's provided should give priority and better provision to sustainable and low-impact delivery vehicles (e-cargo bikes, small e-vans instead of lorries etc) than traditional logistics vehicles. District Plans ands consents should be changed to prevent use of large vehicles (HGVs et al) except in the small hours when the fewest people are around. We also note that off-street loading zones within buildings provide a means of freeing up scarce corridor space for use by people, so we suggest a more nuanced approach here. For all areas, we want to see parking provision firmly coupled to the desired movement modes for the landuses. For example, we want to see a landuse-coupled parking approach that enables 20-minute neighbourhoods instead of assuming "we're in the outer area, therefore residents' parking is a high priority". This would otherwise tie Wellington into sprawl.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

We are principally in agreement with pricing parking to meet demand, however the Policy's approach is not sufficient. Parking supply and pricing must be strongly linked to landuse. We cannot emphasise this enough, and it applies to every single area type described above. The current descriptions are broad-brush and need to be focussed more tightly to landuse – for example, the active travel catchments of schools. A commuter parking levy is a sensible sounding idea: the new state highways being built and the new sprawling developments north of Wellington city centre (including in Wellington city) will impose a serious car-dependent pressure on Wellington city centre. We'll need all kinds of positive pressure to discourage commuting by car, and a levy is one tool. Minimum pricing for parking needs to be maintained to help incentivise alternatives to the private car. Parking pricing must support the overall sustainable transport hierarchy and mode shift for the city's big outcomes rather than be seen only as means of shuffling vehicles between high and low demand locations. Council must lobby whomever in central government to clarify or amend the Local Government Act such that council can charge to reflect the opportunity cost of on-street residents' parking. If cost recovery is to remain in the law, clarify so it can include recovering to the public the opportunity cost of the space. We cover this more in the residents' parking section. Council should have a clear eye on what outcomes are being sought, and which tools are right for which outcomes. Revenue-raising can cloud our judgment, and obscure the value of tools that achieve higher-order goals like emissions reduction. Real-time pricing and space availability information should be very readily accessible, to minimise cruising. We should amp up the smart cities element of parking management to the maximum, but also ensure that really basic, low-tech information is provided too so noone driving and looking for a park ends up cruising.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. EV 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

5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport timetable doesn't suit my schedule

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 seems unreliable to me

Public transport route has too many transfers

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

Please stop priortising the needs of drivers coming into town, and use up the valuable safe so that have easy and cheap access to parking. Instead focusing on providing the space to Walkers, Active Transport users and Public Transport users. Such that it easier to use these forms of travell, than a private motor vechile

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

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Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Should have more bike parking in suburbs. People visiting friends, events, those who can't get their bikes up stairs to their house.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

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 with the zone
6. New dwellings/homes built after 2020
7. Second permits
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **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

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

I don't feel safe using public transport early in the morning/late at night

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

maximise the value of the public benefit from council owned resources

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

ensure that other adjacent providers of parking, including on residential property and other private premises, are taken into account when making decisions about what parking Council needs to propose Ensure any decisions take account of the Council's already agreed sustainable transport hierarchy

Q6. Is there anything else you would like to tell us about the principles?

There is a need to ensure concern trolling related to accessibilty is not used to preserve unnecesasary general parking in areas where there is no intention to provide dedicated accessibilty parking. If there is a genuine concern about accessibility, dedicated parks can be provided for this purpose.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

If a second permit is issued for the same household, the second permit is more expensive

Limit the number of permits issued to 85% of capacity/total available spaces per zone

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

2. EV 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

5. New dwellings/homes built after 2020

6. Second permits

7. All existing dwellings with 1 or more off-street space

8. Businesses located with the zone

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Public transport is too expensive

Public transport is too far from where I live or from my destination

Using public transport is difficult when travelling with young children/babies

None of these, I use public transport regularly

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Other (please specify)

Q22. Do you have any final comments about the topics raised in this submission?

not answered

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat unhelpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Provision of parking should be a low priority compared to the need to transition to walking, cycling & public transport, because of climate change needs.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Storing private motor vehicles on public roads should always be lowest priority.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Pricing should be set to dissuade the use of private motor vehicles.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

None of the above

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Residents parking creates an idea that the street space can be privatised, eliminate it to dissuade car ownership.

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Look to other cities like Tokyo where private motor vehicle ownership is dependent on having private off street parking. Our population is increasing, and climate change means private motor vehicle use needs to sharply decline. Bite the bullet with this policy and future proof the city by reducing people's expectations that parking is a right. It is not, mobility is a right but can be provided for by making sure the roads are used for traffic flow, not motor vehicle storage.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Moving and parked cars dominate our city so we have to make some hard choices to improve the urban quality of life and reduce our carbon footprint. (And simply moving to electric cars won't do it - they still take up space and cause injuries at higher speeds.)

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

The first principle, "Making changes that link to improvements in transport system" should be stronger. We're not trying to make it easier for people to drive single-occupant motor vehicles. These just don't fit in a compact city like Wellington where most of us want to see less car domination. So the transport system of the future needs to be more focused on walking, cycling and public transport, and this principle should specify this.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

Agree

Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas?

Agree

Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

Agree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

I disagree that the priority for parking spaces for EVs should be the same as for car share parks. There are enough incentives already for EVs and they don't solve all our traffic woes. Prioritising parking for EVs over other parking spaces for commuters or shoppers is inequitable as it favours the wealthy.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Cheap or free parking is one of the key drivers of mode choice for those who have cars. Pricing parking and managing off-street parking will be essential in restoring quality of life in the Wellington CBD, and other congested centres like Petone, Lower Hutt, Porirua and Paraparaumu.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Provide car share, mobility and micro-mobility on-street parking spaces

Other (please specify)

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

This system seems really complicated. I would prefer us to use pricing as a way to manage to demand, with an exception for some cheaper ones for people who have mobility permits.

Q20. What deters you from using public transport? Please select all that apply.

None of these, I use public transport regularly

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

None of these, I walk/bike/scooter regularly

Q22. Do you have any final comments about the topics raised in this submission?

The policy needs to be backed up by an implementation plan of some sort, so it is not just a policy that sits on a shelf. Perhaps there should be a review of the city, area by area, so that local parking practices better align with the new policy? I object to the practice of people being able to park over their driveways (in some cases encroaching onto the footpath or berm, such as Upland Road, in Kelburn) and the amount of free parking around the main Victoria University campus. I also think that commuter and shopper parking on the south side of Bowen Street should be removed, as there is no footpath here, making it unsafe.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

More than just movement - footpaths are places for people and communities just to be. Need to be clear if parking on footpaths is included or not (currently it is used for parking)

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Provide car share, mobility and micro-mobility on-street parking spaces

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Pre-1930s houses or pre-1940s apartments with no off-street parking
2. Mobility permit holders
3. New dwellings/homes built after 2020
4. Second permits
5. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Vehicle accessways should count as one parking permit - useful to price this as a valuable use of public space and considering the negative safety impact on pedestrians. Agree second permits should be significantly more expensive

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

I have / I care for someone who has a mobility impairment that means I need to use a private vehicle

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Please make the parking policy cover ALL parking in Wellington not just a small section of parking.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Actively encouraging diversity - smaller and temporary businesses tend to be owned and operated by more minority groups. These should be given greater opportunity along Cuba Street.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat unhelpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This should have means of adjustment for mobility-impaired people. In the UK for example, they would issue mobility-impaired signs which were to be displayed when parking in mobility parking spots. Can these have an associated code to lower costs and the pay-machine for these users? Ensure equal and diverse access wherever possible.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. EV owners with no off-street parking
4. Second permits
5. Pre-1930s houses or pre-1940s apartments with no off-street parking
6. Other pre-2020 dwellings with no off-street parking
7. New dwellings/homes built after 2020
8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport route has too many transfers

None of these, I use public transport regularly

I have to make multiple stops or multiple journeys

When the weather is bad, I choose to use my private vehicle

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat unimportant
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Neutral

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Unhappy about micro-mobility parks being so high up!

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Wary about saying yes because unsure what this looks like in reality

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Second permits
4. All existing dwellings with 1 or more off-street space
5. Other pre-2020 dwellings with no off-street parking
6. New dwellings/homes built after 2020
7. EV owners with no off-street parking
8. Businesses located with the zone

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

There are equity issues here, hence why i've ranked EV so low

Q20. **What deters you from using public transport? Please select all that apply.**

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 is too far from where I live or from my destination

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat unimportant
Support safe movement	Neutral
Support business wellbeing	Very important
Support city amenity and safety	Neutral
Support access for all	Neutral
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

Linking housing initiatives with various transport options

Q3. Is there anything else you would like to tell us about the objectives?

Well they are all terribly laudable aren't they? But what do they actually mean? One is hardly going to write an objective say that supports an unsafe working environment, even aside from the fact that this would be illegal.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Very unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Somewhat unhelpful

Q5. Are there any principles you think we have missed?

Align building requirements (Town Planning Act?) to support a variety of transport options

Q6. Is there anything else you would like to tell us about the principles?

Parking fees have always been a tool in the Councils funding box for income outside "a level that achieves it's (parking) priorities". Council is hog-tying itself by limiting it's funding stream.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

It would seem to be very churlish not to increase mobility parking, but Councils own figures tell us that patronage only runs at 40%, so this doesn't seem like an argument to add more.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Presumably every car park would require a sensor, so my concern is the enormous cost to implement such a system with such a low financial payback, when Council has other pressing 3 water infrastructure requirements. Last week in Haining Street, all the car parks where empty around 11am on a weekday bar one. That one was the lucky recipient of the eye of a parking warden and a ticket. Unbelievable!

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. EV owners with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Please sort the Town Planning requirements s we are not building the ghettos of the future. The relationship between vehicles and garages is similar to that between roads and noxious fumes. We are getting on top of air pollution without ripping up the roads, and we will get on top of parking without ceasing to build garages.

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Wellingtonians have very little idea about a moribund city because it doesn't apply to us. Greenhouse gas emissions have dropped since 2001, we already have the highest public transport use in the country, total road kilomitage has remained steady despite more households than ever having access to 3 or more cars. This whole policy was written before Covid and the economic impact therein, so I suggest a holding pattern for 12 months so the impact on the city can be assessed. We've been granted a breathing space by the Transmission Gully delay of a year (although commuter parking only accounts for 30% of the city parking usage) so a prudent Council would take a wait and see approach. I think enticing people back to the city will be an issue, and a parking barrier may be one too many. For years Council has been concerned about the impact of a big Johnsonville mall development on the Golden Mile. This assault on car parking may be the tipping point.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very unimportant
Support safe movement	Somewhat important
Support business wellbeing	Very important
Support city amenity and safety	Somewhat important
Support access for all	Neutral
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

A key objective should be the provision of adequate carparking to service customer and retail business needs.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very unhelpful
Parking is priced at a level that achieves objectives and is consistent	Very unhelpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very unhelpful

Q5. **Are there any principles you think we have missed?**

A core principle should be that Council needs to make available parking to meet business and customer needs.

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Disagree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Short stay carparking should be a high priority in all areas. It should not be treated as secondary.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Retail NZ is a not-for-profit membership organisation representing the interests of the retail sector. Our membership accounts for about two-thirds of total retail turnover. 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. The Statement of Proposal, combined with other proposals being considered (e.g. so-called temporary street changes on Featherston and Victoria Streets) will have the effect, over time, of fundamentally reshaping the downtown environment, and driving both shoppers and businesses away. The risk is that decisions about parking are being made in isolation from a broader conversation about the downtown, even the impacts of the parking decisions will have a huge impact on the shape and viability of businesses. 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 generally trying to discourage car use in the central city. Doing so will simply make it harder for customers to access retail premises in the CBD, and encourage them to shop elsewhere - where parking is readily available, and mostly free. Customers may be willing to travel via public transport to the CBD, but in most cases, they will not make large purchases because they are difficult to carry. Although Wellington's public transport is very good, it is not an effective substitute for cars - because the geography of the city, and the public transport network itself do not make it easy (or cost-effective) for quick trips From an overall retail point of view this may not matter - customers will simply spend elsewhere in the region. However, it does impact the shape of the CBD. Retailers operate on wafer-thin margins, and it does not take much of a drop in business to flip a store from being profitable to unprofitable. In the long-run, this will lead to the closure of stores and to a gutting of CBD retail. There may be some who argue that customers will make their purchases online. This may be true - and online sales are increasing rapidly. However, this will not support a vibrant downtown retail environment: online sales are typically fulfilled from an industrial warehouse or similar - not from expensive downtown real estate. Respectfully, we suggest that the City Council should make a decision on the kinds of businesses it wants to see in the central business district and in suburban retail environments before determining its parking policy. The parking policy should serve the Council's broader economic goals - not be seen as independent. We would suggest that the City Council should be wanting to see a vibrant and sustainable retail environment that creates jobs, and allows customers to buy a broad range of retail goods. If the City Council wishes to see most retail leave the downtown environment, it should make that decision explicitly - not see it happen accidentally as the result of poorly designed parking policies. To that end, we recommend that: • short-stay affordable and accessible parking for shoppers be treated as a high priority by the Council in the "parking space heirarchy"; • the Council make provision for increasing the supply of parking, particularly off-street parking. I would appreciate the opportunity to present this submission in-person at the oral hearings.

Q23. **Please check below if you want to make an oral submission (Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Support shift in type of transport used	Somewhat important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

See written submission appended

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

I'm concerned that the first principle doesn't realise the true value of the land currently used for car storage, and explores other avenues to replace the lost income. Improvements to liveability, transport choice and public health benefit us all. Council is in conflict to reallocate current car parking so more people can use the space, because they make revenue off those spaces.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Bicycle parking should always be highest priority (even in residential - many houses are up lots of steps/don't have secure sheds/garages etc for storing bikes - suburbs need bike parking too). On street parking should never have higher priority than bus-stops, mobility parking, EV parking ,car-share, bicycle/micro-mobility parking or loading zones.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

If a park has low usage, instead of making it cheaper, find some better use for it - imagine how many bikes you could park in one car park - have tables for a cafe, have seats/a small garden, art installations. Even dedicated parking for mopeds

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Residents priority should be given to houses with no off-street parking. Should not be allowed for recreational storage eg boats

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Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat unhelpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Bicycle parking should be a high priority in all areas. Private car parking on the road should never be a priority.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Cheap parking should be avoided as it will incentivise more private car use.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Neutral
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Neutral
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Neutral
Provide parking space availability information	Neutral
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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:** loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.**To what degree do you think we have this correct for Council's central city off-street parking?**

Neutral

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. 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.**For more in depth information regarding** the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?**Please tick all that apply.**

None of the above

Q18. 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

I need my vehicle for work

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I don't have a bike or want to purchase one

Q22. **Do you have any final comments about the topics raised in this submission?**

I would like you to review the parking of boats and trailers on suburban streets. You currently have a rule that says as long as the boats or trailer is moved (even slightly) at least once every 7 days then is all ok.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

Public transport design and implementation should enable Wellington to be climate change resilient

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

Clearly state that use of publicly owned streets and land for private use ie parking cannot continue. This use of land has inhibited the good growth of our city. We need the city to commit to sustainable transport options and to grow our public transport services for all users. We need our public transport services to be easy to use and affordable for all people.

Q6. **Is there anything else you would like to tell us about the principles?**

Council needs to reallocate the urban space lost to parking and private vehicle use in the city. That space would be better used for public transport services, walking and cycling travel, and for urban space that is people use dense, not vehicle dense.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Would like to see more emphasis on sustainable transport and size appropriate choices for delivery in the city ie cargo bikes, small vehicles. The city is small already and can't cope with large trucks and polluting vehicles. we need to embed low carbon transport options in our transport design. City fringe and outer residential areas still need more emphasis on public transport and less on parking for residents in public streets. We can provide for those who are mobility challenged through better public transport (ease of getting on and off, and not to far to walk) and parking where really needed for disabled.

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

parking supply and pricing should be set so we encourage use of public transport and other sustainable transport options like car share, walking/cycling/scooting, or short term car rental/use, so local trips are not predominantly made by privately owned cars. It should be easier for the majority of city and outer suburb dwellers and businesses to use sustainable and low carbon transport than private cars.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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

Public transport route has too many transfers

Using public transport is difficult when travelling with young children/babies

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

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat unhelpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Disagree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I think it's of utmost importance to have prices reflect the true cost of owning a stationary vehicle. In order for this not to discrimate against the poor, alternatives have to exist. In short: it should be a no-brainer for everyone to use public transport, because it's e.g. free…

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. EV owners with no off-street parking
2. Mobility permit holders
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. New dwellings/homes built after 2020
6. Businesses located with the zone
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

It would make so much sense to encourage neighbours to share their vehicles, which requires the insurance industry to permit this, and could also really benefit from a coordination platform where vehicles can be managed between households.

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

Public transport route has too many transfers

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

This is all looking good. The proof will be in the pudding. Good luck!

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Neutral
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Neutral
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

I feel that principles are all well and good, but I'm not clear what happens when principles compete. They are very open to interpretation and I fear those that kick up the biggest fuss will be accommodated even if this means compromising longer term objectives e.g., reducing emissions and particulates in the CBD and improving the efficiency of public transport.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I feel an opportunity is lost here to actively encourage the uptake of electric vehicles. I feel EVs should initially be incentivised by making parking free,but they are still subject to time limits. This is justified in terms of an increase in EVs contributing to the Councils netzero transition but also because they emit no particulates.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. EV owners with no off-street parking

4. Pre-1930s houses or pre-1940s apartments with no off-street parking

5. Other pre-2020 dwellings with no off-street parking

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport is too expensive

Public transport seems unreliable to me

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

These 'principles' are still quite high level and open to interpretation which makes it difficult to see how they will work in practice.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

Very supportive of the objective to shift the type of transport used

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Bus stops should have a higher level of priority over most other parking types, including resident's parking

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Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

If a second permit is issued for the same household, the second permit is more expensive

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Introduce online application and permitting system

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Limit the number of permits issued to 85% of capacity/total available spaces per zone

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. EV owners with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Generally supportive of the proposed parking policy. I support the proposed parking space hierarchy. Please reallocate road space used for parking to buses walking or cycling where there will be a safety or travel time benefit

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

No

Q3. **Is there anything else you would like to tell us about the objectives?**

You should specify that the shift is to active and shared transport options, not just 'shift in type of transport'

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

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.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

You should re-think whether free car storage in public space (i.e. on the road) should be allowed at all. People need to be disincentivised to block up residential streets with parked cars - let alone the boat someone in my neighbourhood left parked on the street for months!

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport timetable doesn't suit my schedule

When the weather is bad, I choose to use my private vehicle

Public transport seems unreliable to me

Public transport is too expensive

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

I live too far from where I'm going to walk or cycle

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very unimportant
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

1. Encourage the use of public transport by those who can choose to use it. 2. Recognise that many commercial activities cannot use public transport but must be able to park in the CBD and in the suburbs.

Q3. **Is there anything else you would like to tell us about the objectives?**

The provision of commuter car parking in the suburbs (or at least beyond the fringe of the CBD) is desirable, and can be encouraged by having regular buses to and from them. It would be useful to have clearer definitions of the traffic types, and particularly a definition of "commuters".

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Parking needs for commercial activities should be specifically considered. This is more than some small "loading zones" and should consider the construction/demolition of major buildings, the delivery of items such as grocery items in 44 tonne rigs, space for tradespeople and other service providers, parking for leisure activities (The Stadium, Michael Fowler Centre, cinemas, etc).

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Disagree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Too much emphasis on EV charging parking. This should be a commercial activity pure and simple. Nothing should ever be done to encourage motor bikes except those 125cc and less because they need the same sace on the road and in many parking spaces as cars. Mobility parks are an important element of social equity within the community.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Fine in principle, but I already do shopping for major items well out of the CBD because of parking availability and charges. Retailers know thia and now you can buy very little in the grossly mis-named "Golden Mile" (which I refer to as the Verdigris Mile because the gold disappeared many years ago).

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

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 12months (with a refund option if you move out of zone)

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. Allocation of residents parking permitsPlease 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.

1. Mobility permit holders
2. Pre-1930s houses or pre-1940s apartments with no off-street parking
3. Other pre-2020 dwellings with no off-street parking
4. EV owners with no off-street parking
5. All existing dwellings with 1 or more off-street space
6. Businesses located with the zone
7. New dwellings/homes built after 2020
8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

There are places (e.g. Raroa Rd) where Council could consider financial incentives for owners to construct off street parking to make space for bus and cycle lanes.

Q20. What deters you from using public transport? Please select all that apply.

When the weather is bad, I choose to use my private vehicle

I have to make multiple stops or multiple journeys

Public transport seems unreliable to me

I don't feel safe using public transport early in the morning/late at night

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

I am not able to physically access these modes of travel due to my personal circumstances

Q22. Do you have any final comments about the topics raised in this submission?

I would like to have a clearer picture on the peak hour traffic flows around the city by the purpose of the journeys. I suspect that "commuters" are the only group who could also select public transport. What proportion of all traffic are they? Where do they park? What control does Council have on all parking spaces used by commuters?

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

support shift in transport used is the most important of all, a lot of things will flow from that

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

It's been very hard to make one choice when you might agree with one grouping in the hierarchy and not the other, which is why I left some options blank.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Pricing is a disincentive/cost that only brings true benefits when it's coupled with other measures which fully enable people to get around more safely/efficiently. Why not reprioritise these highly valued spaces for the general public so EVERYONE can get around more easily? Instead of providing park spaces for the rich and famous(!) why not give this space up to the general public who could use a lane of traffic to get about the city safely without competing with cars. It's people we want to move around so we can be social, spend money and be work productive. In some areas these parking spaces could be re-prioritised for people to travel by foot/bike/other micro-forms-of-transport. This would also take pressure off footpaths & pedestrians also and reduce the increasing conflict that is bubbling there.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street parking spaces

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport route has too many transfers

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Neutral
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Ensure responsibility for provision lies with users

Q3. **Is there anything else you would like to tell us about the objectives?**

I support business wellbeing but much of particularly suburban business push back on issues such as cycle lanes is not based on fact. Education often required

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Neutral
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Constantly review societal trends to ensure principals robust. eg. the trends in the report didnt pick up effects of 'home working' both short & I believe longer term

Q6. Is there anything else you would like to tell us about the principles?

Use of modern tools to inform park availability etc Local area plans must be based on community led principles - not just one voice WCC needs to take a role in facilitation of better space usage ie. Wgtn Hospital effect on Newtown

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. Council's Central City Off-Street Parking **parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?**

Agree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding **the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. Businesses located with the zone
3. EV owners with no off-street parking
4. Pre-1930s houses or pre-1940s apartments with no off-street parking
5. Other pre-2020 dwellings with no off-street parking
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Education & behavior change key. Spend 7 years with WCC in community engagement role & almost all issues had a element of PARKING involved. The current Covid19 crises shows that can work together for common good if we put aside our self interes

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Support reduction in costs of housing

Q3. **Is there anything else you would like to tell us about the objectives?**

Business wellbeing can be improved by improvements in walking, cycling and public transport and increased amenity of central areas for all.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Strongly agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Please don't differentiate between old and new housing developments as it will just encourage/force new developments to include parking, adding cost to housing

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

This is a good approach and should aim for max 85% occupancy so those who really need a park and are prepared to pay more for it can always find one close to where they need to be

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Businesses located with the zone

4. New dwellings/homes built after 2020

5. Other pre-2020 dwellings with no off-street parking

6. Pre-1930s houses or pre-1940s apartments with no off-street parking

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

don't prioritise older dwellings as this will lead to increased housing costs for new dwellings with developers having to add on-site parking costing $50k - $100k per car park.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Let's go even further, rather than catching up to Auckland, lets leap ahead using latest principles and technology.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

Support local De-couple landuse from private motor vehicle parking requirements Focus on smart city infrastructure for parking, trialing for LGWM

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Greening /placemaking

Q6. **Is there anything else you would like to tell us about the principles?**

It should be communicated that there is currently an oversupply and that people should expect to see less parking generally over time. The objective here should be to make better transport modes competitive: public transport, walking, scooting, cycling. Parking revenue should explicitly be used to support improved public transport services, walking, biking/scooting and street amenity to minimise the sense of loss.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Parking supply and pricing need to be better linked to land use, e.g. Around schools. A commuter parking levy would be good. We need all kinds of positive pressure to discourage commuting by car, and a levy is one tool. Also, alternatives to the private car, need to be incentivised. Consider smart cities element of parking management

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

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5. All existing dwellings with 1 or more off-street space

6. Businesses located with the zone

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Look into equity issues Consider revising Resident/Coupon Exemption parking system

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Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Somewhat important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Somewhat important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. All existing dwellings with 1 or more off-street space
6. New dwellings/homes built after 2020
7. Businesses located with the zone
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

None of these, I use public transport regularly

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

I live too far from where I'm going to walk or cycle

Q22. **Do you have any final comments about the topics raised in this submission?**

Motorcylces should be moved up the parking hierachy. Active modes and public transporet are not practicable or practical for all people, and motorcycles are one of the most efficient ways to get around.That is, they should not be classed as equivalent to private cars. It is unacceptable that motorcyles have been dismissed as being "too dangerous" by council officers in the past. Motorcyles parking, especially in the northern part of the CBD, is heavily used and it is often impossible to find a free motorcycle park when wanting a short stay park for an errand or appointment. Therefore more motorcycle parking should be provided. It seems inevitable that motorcycle parking will become user pays at some point in the future, but the method should be technically easy to use, and be priced so that people are not forced to abandon motorcycle commuting.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Very helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Strongly Agree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

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4. Other pre-2020 dwellings with no off-street parking

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. Second permits

8. New dwellings/homes built after 2020

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Neutral
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Safety and comfort to get more people walking and biking are my top objectives and support many of the others.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

Stronger enforcement

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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Strongly agree

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Strongly agree

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Strongly agree

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Strongly agree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

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Strongly Agree

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Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Somewhat important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

Cutting transport carbon emissions by more than 7.6% annually till 2030. Support human hauroa/health by attractive safe physically active transport routes.

Q3. **Is there anything else you would like to tell us about the objectives?**

"Global emissions ... need to fall by some 7.6% every year this decade – nearly 2,800MtCO2 in 2020 – in order to limit warming to less than 1.5C above pre-industrial temperatures." from https://www.carbonbrief.org/analysis-coronavirus-set-to-cause-largest-ever-annual-fall-in-co2-emissions Previous Ministry of Health data indicated that around half of adults do not get the minimum level of physical activity needed to keep healthy and well. A joint local government report from 8 February 2013 estimated the high cost of physical inactivity (in part due to sedentary transport and employment) at around one percent of GDP. Combining immediate human health and our climate emergency, 2014 research by Macmillan et al, demonstrated a return of about $20 for every dollar spent on separated cycleways and slower streets. Car parking uses a disproportionate amount of Wellington streets, at the expense of safer walking, cycling, scooting and running.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

I would like WCC to urgently work with communities to develop area-based parking plans across our city - especially Newtown and Berhampore, to speed up safe cycling for South Wellington which I suspect has the greatest proportion of cyclists. Safe cycling is also a priority as we are likely to see deepening levels of poverty post-COVID-19, especially amongst younger people (who will also end up paying the most for increased WCC debt, and so, deserve smart WCC spending that saves our climate).

Q6. **Is there anything else you would like to tell us about the principles?**

Equity and inclusion is really important - looking at how people actually move, what barriers exist to accelerating climate-friendly shared and active transport uptake...and how best to remove those barriers, with both carrots and sticks, but always mindful of equity and inclusion. There's a crucial dynamic with car ownership that I feel has been ignored in national and local transport planning. There are simply some situations where driving a car is valuable, where good shared and/or active transport alternatives don't exist. So some people own cars for those infrequent situations - and because they've already invested in the cost of that car, WoF, insurance and repairs, petrol is a marginal cost and the car parked outside is the easy default choice for journeys. However, "community cars" aka car share, parked within a few minutes' walk, give that car driving convenience for a few trips a fortnight, without all that upfront investment that otherwise lock people into using a car when that's not the best option. "Community cars" aka car share, also unlock our road space from parking mostly unused cars. Each community car removes the need for around ten privately owned cars...and ten parking spaces. Community cars are a powerful tool for freeing up our scarce city land for healthier cheaper climate-protecting shared and active travel. We desperately need Council championing community cars so that before this Council term ends, we have well-used community cars within a few minutes' walk of most Wellingtonians in most suburbs. And the answer to First to Zero's question "Is it time to end our love affair with cars?' is most definitely YES! Breaking up is hard to do, but it has to happen for a happy snarl-free healthy city that's up for this decade's climate emergency. Time to set clear boundaries in our relationship with privately owned cars - it's totally not ok for the current number of private cars to block safe cycling, scooting, walking and running routes, to restrict driving to one-way round blind corners, to blocking buggy and wheelchair access on footpaths. Let's face it, our relationship with the privately owned car is abusive and addictive, time to break free for a healthier future.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Neutral

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Neutral

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Neutral

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

For questions 7-13 I opted for "Neutral" because I didn't want my initial "Disagree" answer to be misinterpreted. For these questions, I would prefer to be able to rank the parking uses myself into High, Medium & Lowest. I appreciate the overall intent to prioritise shared transport and mobility access. But across the various parking areas, I'd like the following parking space hierarchy: HIGH: mobility access parks, bus stops, car share vehicles, e-charging stations, bike/scooter parks, urban design features MEDIUM: motorcycle parks, loading zone access, small passenger service/taxi stands, short stay parks LOW: public bus layover, coach/bus stops, residents car parks, LOWEST: commuter car parks. Note this list is also in order - so top priority is mobility parks, followed by bus stops. For Thorndon Quay, the only high priorities are mobility access (including emergency vehicles) and bus stops. In Lambton Quay, I think there should be no provision for residential car parks, nor commuter car parks. Ideally, I'd like to see the Golden Mile be limited to parking and traffic for mobility access and walking, biking and scooting, with bus traffic (or better still, light rail) along a route parallel to Lambton Quay which becomes a bustling people-friendly area and much more attractive for shopping, cafes and services.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Sounds smart, plus easy smartphone-friendly information re which parks are currently empty - especially mobility parks.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV owners with no off-street parking

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Businesses located with the zone

5. Other pre-2020 dwellings with no off-street parking

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

See all my comments throughout this survey. We have to accelerate community cars aka car share, to widespread availability and uptake this Council term. Wellington already has too many privately owned cars which block streets for safe driving, let alone clearing space for the urgently needed cycleway, footpath and separate public transport routes. With increasing population, this road space waste will just get worse. We know we urgently need to create affordable healthy homes for people, not cars that sit on precious land, mostly unused. The time for inefficient climate-destructive transport is over - we can't afford to borrow money which the younger generation will repay, then not deal with our climate and housing crises. Smart use of resources is our moral imperative post-COVID lockdown. Residents parking schemes and area reviews are some of our tools to renovate our city to work well for this decade. As First to Zero states, the strongest emissions cuts must happen this decade. Lockdown has given us a foot up, now we need to accelerate our action. As a mostly flightless kiwi, travelling to Manila to meet family two years ago, was a big eye-opener as to how a city can be reduced to a standstill, by prioritising private car ownership. Manila traffic is insane - traffic jams for hours seem to happen most days, making it impossible to predict arrival time for work, school or other events. Manila's love affair with the private car has gone very badly - a lesson in transport love for Wellington, while we can still change direction.

Q20. **What deters you from using public transport? Please select all that apply.**

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Neutral
Support safe movement	Somewhat important
Support business wellbeing	Neutral
Support city amenity and safety	Somewhat important
Support access for all	Somewhat important
Support move to becoming an eco-city	Neutral
Deliver service excellence and a safe working environment	Neutral

Q2. **Are there any objectives you think we have missed?**

Supporting access from suburbs and for people who do not have good alternative options from driving

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Very helpful
Focus on prioritising existing space, not on increasing parking supply	Somewhat unhelpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Neutral

Q5. **Are there any principles you think we have missed?**

not answered

Q6. Is there anything else you would like to tell us about the principles?

The principle "Focus on prioritising existing space, not on increasing parking supply" is wrong when the City Growth Strategy assumes population growth of 50,000 - 80,000 and a lot of these will likely drive if working in the CBD. The city does not have to provide additional parking but it does have to manage and support the provision of additional parking where there is an increasing demand for it.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

Agree

**Q8. Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. 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.To what degree do you think we have this correct for suburban centres?

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Neutral

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

This form of pre-packaged options with Agree to Disagree is very unhelpful. Different areas have different needs and priorities. This approach may satisfy the councilor offices to tick the "public consulted" box but it does not enable good quality feedback from the community. Finally, having Bus stops as the lowest for "Council Parks, Sports, Recreation & Community Facilities" (even lower than Bus Layover) is simply stupid. Does the WCC not support people taking PT to sports and recreation events.

Q15. **Do you agree with this pricing approach?**

No

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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 is areas far away with poor PT) from work opportunities in the areas with the most jobs.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Reduce, remove or relocate coupon parking where it conflicts with residents access/parking

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Other (please specify)

Q18.	Allocation of residents parking permitsPlease 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.	1. Pre-1930s houses or pre-1940s apartments with no off-street parking
		2. Other pre-2020 dwellings with no off-street parking
		3. Mobility permit holders
		4. All existing dwellings with 1 or more off-street space
		5. Second permits
		6. Businesses located with the zone
		7. New dwellings/homes built after 2020
		8. EV owners with no off-street parking

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

There needs to be a clearer link between the building consent process and the on-street parking supply. In areas where on-street parking is limited, building consents must include adequate off-street parking.

Q20.	What deters you from using public transport? Please select all that apply.	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
		Public transport seems unreliable to me
		Using public transport is difficult when travelling with young children/babies
		Public transport route has too many transfers

Q21.	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
		I don't have a bike or want to purchase one
		I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

This submission is made by Tony Randle on behalf of the Johnsonville Residents Association. The JCA is disappointed in key elements of the WCC Parking Policy: 1) the parking policy does not support increasing parking supply in areas of high demand. 2) There is little or no connection from the parking policy with the population growth policy that requires the city to support an additional 50,000 - 80,000 more people. As North Wellington will have to support the largest portion of these residents in suburbs far from the CBD with poor PT services, we are the worst affected by the WCC's lack of support for commuter parking. 3) There is also no explicit connection from the parking policy and the building consent process yet it is clear that the only way our street parking is not to be overwhelmed is if new buildings (residential or business) also provide adequate off street parking. Johnsonville has already seen multiple new medium/high density developments in central Johnsonville where the WCC has exempted the developer from providing adequate off-street parking which is making it more difficult to find on-street parks and this policy does not address this issue.

Q23.	Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)	Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

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. De-couple land-use from private motor vehicle parking requirements - all private car parking requirements should be transitioned away, so that the market can function properly. Use strong evidence and data, from here and elsewhere. We have a great head start on smart city infrastructure for parking, and should be doing trials especially to prime us ahead of LGWM change. Evidence like SFPark is also so extremely compelling and should be a key pillar of the policy and – crucially – the comms about it. Support our transport network transitioning to net zero carbon.

Q3. **Is there anything else you would like to tell us about the objectives?**

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.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

For all "centre" areas, Like Connect Wellington, for all areas, we want to see parking provision firmly coupled to the desired movement modes for the land uses. For example, we want to see a land-use-coupled parking approach that enables 20-minute neighbourhoods instead of assuming "we're in the outer area, therefore residents' parking is a high priority". We would also like to see an increase in the number of dedicated car-share parks available within the city centre to increase the value of car-share systems across the city. These are highly utilised and assist the reliability of carsharing as a viable single-trip transport alternative for point to point travel within the city. Key transport routes: Like Connect Wellington, agree with the caveat that movement and exchange need to be properly optimised on "key transport" routes that are also destinations, like Lambton Quay. In places like this, urban design features, and to a lesser extent bike/micro-mobility parks, can significantly improve the amenity and thereby vibrancy of a street and should have higher priority than the other types listed in here. On bus and other high-capacity public transport routes, parking must not impact peak time public transport function at all. City Fringe: We rated this neutral because we would like to see car share and bike & micromobility parking higher up in the priority list. Outer residential: Car share parks should be higher priority than residents' parking but this is currently rated lower. Car share services such as Mevo are shown to take approximately 10 cars off the road for every car deployed. This delivers better outcomes for both car share users and other residents as car sharing improves parking availability by delivering a net reduction in parking demand. Dedicated parking in outer residential areas generally means that they are more reliably discoverable to residents of these areas who are looking for a point-to-point transport option without needing to rely on a privately owned car. Like Connect Wellington, we would like to see a land-use-coupled parking approach that enables 20-minute neighbourhoods and doesn't assume "we're in the outer area, therefore residents' parking is needed".

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

Mevo principally agrees with right-pricing parking use so that parks are generally always available in the area that a driver may wish to park. It agrees with the approach that Auckland Transport has taken that the purpose of pricing is to ensure that there is a *consistency* of parks available in a given location. As a business operating across Wellington City, having parking consistently available increases the value of our service as a reliable, climate-positive/negative carbon transport option.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

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Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Car share members are often residents in the areas with resident parking, as seen clearly in Mt Vic and other suburbs. Given carshare vehicles support the reduction in demand of parking by a factor of 1 to 10 (taking 10 cars off the road for every car share vehicle deployed), we would recommend free floating car share vehicles be granted access to resident parking areas. This benefits both car share users and other residents. Car share vehicles could then be used by residents in place of owning a private vehicle which would on average be used only 4% of the time, taking up residents parking the other 96%. Where as a free floating car share vehicle is in use >20% of the time creating availability for residents by removing vehicles and reducing the idle time of each shared vehicle.

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

| Q7. | **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?** | Strongly agree |

| Q8. | **Central CityHigh 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.To what degree do you think we have this correct for the Central City? ** | Strongly agree |

| Q9. | **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.To what degree do you think we have this correct for suburban centres?** | Strongly agree |

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Agree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Agree

Q13. **Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)

Provide car share, mobility and micro-mobility on-street parking spaces

Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Other (please specify)

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. Businesses located with the zone

3. Pre-1930s houses or pre-1940s apartments with no off-street parking

4. Other pre-2020 dwellings with no off-street parking

5. EV owners with no off-street parking

6. Second permits

7. New dwellings/homes built after 2020

8. All existing dwellings with 1 or more off-street space

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

EVs are still cars. They are great for reducing climate emissions, but still take up space on the street. I would rather see more car-sharing parks.

Q20. **What deters you from using public transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I have to make multiple stops or multiple journeys

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

Initial assessment is the objectives look thorough and comprehensive, though agreement for need of more of a breakdown. We don't know what's underneath all these objectives.

Q3. Is there anything else you would like to tell us about the objectives?

There is a need for more public transport as well as a wish for more priority to be given to electric cars, car shares and carpooling (after public transport) ahead of taxis and rideshares such as Uber. Adding more bus services doesn't help if they are not available at the right times or areas. Access for all is very broad – does this consider disability and the wide range of disabilities? What about people who are immunocompromised during flu season? Older people typically have different mobility issues and it does not serve them to move parking away from the city, they can't always access parking or use public transport. Parking spaces in the city needs to be more accessible as public transport doesn't suit all disabled or older people, especially critical for amenities e.g. hospitals. Possible solution is coupon parking used by local residents could be redistributed to disabled or older people who regularly come into town, (especially important for immunocompromised people who can't use public transport). Large support for being an eco-friendly city however more encouragement is needed to encourage people to let go of having private cars. How can this be achieved? Safe movement - what does this mean and for who? What will it look like? It is not safe for women if they must travel further to get to their vehicle especially at night. Uber and other rideshare schemes don't have access to taxi parking – enforcement needed to discourage rideshares from using the limited private parking available. Parking is part of a connected transport system, not seen in isolation. Part of an overall strategy of movement and objectives should reflect that.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

Pricing at a level - what does this mean? Not very transparent and not accessible, quite costly as it is. Good to see that parking is acknowledged as one part of a whole transport system. Specifically like that they will be doing check-ups and reflection and reporting.

Q6. Is there anything else you would like to tell us about the principles?

More specificity needed on the objective the principles are specifically referring to. Carshares should be higher up in prioritisation, ahead of residency parking schemes. Cycleways have reduced parking available e.g. Oriental Bay. Older people are unable to visit due to limited access especially if they have mobility issues. More balance on private parking required e.g. Evans Bay, otherwise people won't come into the city and will go further up the coast for their beach activities e.g. Kapiti Coast. Suggestion of WCC developing an app to let people know when car parking spaces are available or pre-book if they need to go to a place. Prioritisation given to those with high needs e.g. disabled persons booking a space for the library or shopping. From a gender lens perspective, recognise the school drop off and pick up as well as part time work is often done by women. Parking times don't take this into account – women end up paying for a whole day when they may only park for 4 to 6 hours. Is it fair to pay for the whole day? We want to be able to encourage women to be able to work and have less expenses when dropping off children and working part time. Movement toward park sharing - making the most of a parking space at all hours of the day, if a parking space isn't being used, can it be reserved for another use? Have monorails over the city been considered or are earthquakes a deterrent.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **
not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Parking is expensive in Wellington, a deterrent compared with Hutt and Porirua. Some wanted to make weekend parking free to encourage people into the city e.g. older people with disposable income. They would bring in much needed revenue by spending money on concerts, shopping, etc. If you want to promote people using the city, the pricing is a factor. Puts people off. Can people be bothered to venture in if they must think about parking costs. Weekend functions with the family become more expensive and you can't spend as much time at the event or out to dinner. Acknowledge we can't give endless hours to people with parking because we do need to have availability and balance the needs between residential parking and visitors. Others advised pricing fees stopped people taking their time in the city (free parking encourages people to take their time, as there is no urgency to leave). This prevents others from coming into the city as there is not enough space for them to park. There was consensus free parking would create issues around enforcement e.g. employees who need parking on the weekend and taxis taking up private parking spaces. Better enforcement of parking rules is needed so people would move on. Parking zones are frustrating for all. People will park strategically to get cheaper or free parking Areas of high demand - how is that defined? Business district? And perhaps this is not the right factor to determine pricing. More thought needs to be put into accessibility and disability needs to determine parking spaces and pricing. These areas are in high demand for a reason. We are putting people off from visiting which impacts the businesses that operate there. More free zones. Discussion on more parking outside the city e.g. Westpac Stadium and bringing people with accessibility issues into city centre for free – can this be achieved?

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Electric cars should be given a higher priority to residential parking spaces as part of working towards an eco-friendly city (especially if a household has more than one car).

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Unreliability of public transport services, countless issues taking the bus to work only to have it cancel without notice – raising it with Met Service has had a limited impact. Affordability of public transport a barrier - the prices keep going up but not the quality of the service. Accessibility particularly for those who are disabled or have mobility issues. Cycling is scary as cars are too close to cycle lanes. Examples given of people who've had accidents cycling from reckless drivers. Cycling is not practical for families or those with small children. High trust in number of women Councillors at WCC – assumption they will consider issues on transport regarding childcare, family and accessibility for pregnant persons.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

Comments on draft objectives I think the objective on 'shift in type of transport used' should spell out more clearly the shift that is desired. That should be front and centre and everyone should know it is the council's objective.eg 'Shift away from car use towards active travel and public transport'.

Q3. Is there anything else you would like to tell us about the objectives?

Overall I support the objectives of the parking policy. I hope that fast progress can be made on implementation to ensure that change is seen, quickly. Wellington as a city is let down by the dominance of cars - moving and parked. It makes it unpleasant to walk around, brings risks to our public health, and makes if feel unsafe to cycle. Reducing the incentive to drive is absolutely vital - and parking is a key part of that. For that reason I support measures in the proposed plan that relate to disincentivising driving through better incentive design around parking.

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

Comments on principles The principles read as actions to be taken, not principles underlying the approach to parking changes. Could these more clearly spell out what will be taken into account when making policy changes? It would be helpful to be able to draw a clearer connection between the objectives and principles and the actions proposed in the rest of the policy.

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Comments on parking space hierarchy I was disappointed to see that 'short stay' parking features as high priority in almost all settings. This reinforces the current problem - where parking as seen as the primary use of road space in the city centre, and a 'right'.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Comments on residential parking Level 4 and 3 lockdown demonstrated that the majority of parked cars near where I live do not belong to residents. Our suburb appears to be used as an overflow parking for city commuters. This is not a good use of city space, and makes neighbourhoods unpleasant to walk and cycle in, as well as being bad for public health. I think parking design should disincentivise the model of parking in fringe city areas by commuters. I think the cost of parking should be quickly and exponentially increased to better reflect the value and cost and to incentivise active travel and public transport. I don't think residents should be allowed to park in front of their garages in a way which restricts the public right of way on the footpath (where they park at 90 degrees to other cars).

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Addressing parking management issues I felt that the sections of the policy around parking management issue could have better reflected the risk that parking causes to cyclists. On my commute I am forced to cycle close to parked cars - because the left hand lane is full of council-provided parking, and the right hand lane is full of cars driving at 50km+, who don't want or expect a cyclist in their lane. So I have to park within a door's width of both parked cars - which is highly dangerous - or risk straying towards the fast lane, which is even more dangerous. There is zero reason why the council should be providing parking on this particular road - it is just incentivising public sector workers to drive to town to work instead of taking public transport. It directly puts cyclists at risk. So I think the plan should more clearly recognise the safety risks from city parking to other road users. Thanks for the opportunity to comment.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

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not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

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not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Tranzit Group's Submission to the Wellington City Council on its Parking Policy. June 5th 2020. 1 Friday, 5 June 2020 Submission By: Tranzit Group Keven Snelgrove Transport & Operations Director P O Box 116 Masterton Phone: 04 387 2018 Email: kevens@tranzit.co.nz To: Wellington City Council BUS Policy Submission RE: Parking Policy Tranzit Group welcomes the opportunity to provide a submission on the Wellington City Council's (the Council) Parking Policy (the Policy). As a company playing a significant role in Wellington's tourism and transport sector and generating income into the regional economy, Tranzit would specifically like to address: - Coaches and buses play a significant role in the safe and sustainable movement of people and tourists in Wellington. They also significantly contribute to the Wellington economy with coach tour passengers typically staying two nights in Wellington and spending more at local cafes and restaurants. - We would like the Council to place a greater priority on coach and bus parking in this Policy as well as provide both short term and long-term parking solutions that support safe and welcoming coach parking areas in Wellington. These include at event and conference venues, hotels, and major sightseeing attractions such as Te Papa, Weta Workshop, Zealandia, Old

St Paul's, Mt Victoria Summit and Parliament. - Urgently address the importance of safe and well-located loading zones for passengers getting onto and off coaches in Wellington. - Identify a designated area in the city or on the city fringes, where buses and coaches can standby for 30 minutes, so they can remain near to major events and venues. - Identify a designated area, or areas, in the city or on the city fringes where buses and coaches can "lay-over" at night. This area, or these areas, need to be looked at with a long-term vision to ensure more coaches can lay-over during peak tourism periods and have the potential to expand for future growth. It is important to note that many coaches and their drivers that layover in Wellington are based out of either Auckland or Christchurch so overnight parking is essential. Tranzit Group's Submission to the Wellington City Council on its Parking Policy. June 5th 2020. 2 - Ensure a greater emphasis on coach parking is considered by event organisers during the planning stage of a large event as well as highlight lay-over locations for the duration of an event. - Ensure town planners and commercial developers factor in sufficient coach parking when submitting their plans to Council to ensure parking infrastructure needs are met. - To offer cruise guests the best visitor experience whilst they are in Wellington, they need to be able to wander and enjoy each location safely and without the concern of finding their coach in a major bottle neck of coaches all needing parking. The designated shuttle parking to greet passengers off the cruise ships at Centre Port, often takes away coach parking for the other coaches. Tranzit Group would like the Council to seriously consider our submissions to the Policy to provide the necessary support for coach parking in Wellington. Tranzit Group would also like to make an oral submission on the Policy. Introduction Tranzit Group is an award-winning, family owned transport and tourism company operating throughout Aotearoa, New Zealand. Preparing to celebrate its centenary in 2024, Tranzit is a leader in its field bringing key family values into the workforce and exceptional customer service for all its passengers and clients. Employing over 1500 staff and operating more than 1500 vehicles nationwide, including 11 electric buses, Tranzit has the flexibility to meet all transport requirements and is a significant contributor to the local economy. Tranzit Group has also been researching and developing electric bus technology since 2014. It believes this sustainable technology is the future of public transport in New Zealand and as the leaders in the industry, is committed to continuing to lead the way for more 100% electric buses on New Zealand roads. In addition to operating 10 Electric Double Deck Vehicles (EVDDs) in Wellington, it also collaboratively introduced a fully battery-powered electric bus servicing Auckland University of Technology's Northcote and Manukau campuses. In Wellington, Tranzit Group and its subsidiary companies operate on multiple levels. Tranzit Group's tourism businesses include: Pacific Tourways Ltd with clients such as Grand Pacific Tours, Ultimate New Zealand, AAT Kings, Trafalgar, Contiki Holidays to name but a few; Hammonds Wellington Tours; as well as charter company Wellington Coachlines and urban transport provider Tranzurban. Between them they offer: - charter coaches for small, medium, or large-scale events; - charter coach services for international and domestic tourists under Pacific Tourways Ltd and Hammonds Wellington Tours; - charter coaches for cruise ship excursions as well as delivering shuttle services for passengers around Wellington city; - the delivery of Ministry of Education school bus contracts as well as contracted school runs for individual schools; - Tranzurban operates part of the Metlink bus network in Wellington in collaboration with Greater Wellington Regional Council and completes train replacement contracts as and when needed. Tranzit Group's Submission to the Wellington City Council on its Parking Policy. June 5th 2020. 3 Tranzit Group's Position Tranzit Group supports the Policy's focus on ensuring the easy movement of people, tourists, and goods around Wellington in a sustainable manner. Active modes and public transport are critical to moving people around Wellington and achieving sustainability goals. However, the Policy does not place enough emphasis on providing for the safe and appropriate parking of coaches and buses during the daytime and overnight. It also does not consider coach parking during the peak tourism season. To ensure Wellington is a welcoming and friendly place to visit by bus and coach, and to enhance the visitor experience of staying in the city, providing solutions that support coach parking is important. These can only also serve to support the city's tourism message, add to economic growth and ensure all visitors are safe. Issues Tranzit would like to address in this Submission: 1. Loading zones and Coach Parking in Wellington Currently, there is a lack of coach parking in Wellington which puts pressure on coach tours wanting to increase their length of stay in the city. This also puts pressure on operators who are transporting passengers to and from events in Wellington. And this lack of parking is not inviting for visitors to the City who are using buses for long distance travel. In addition, there are very few locations where passengers can safely load onto and unload off a bus. Wakefield Street is often already taken up with buses or shuttles and no long-term coach parking is allowed during the day, just drop off and pick up. The signage on Wakefield is confusing (please refer to photo 1). Platform 9 at the Wellington Railway Station is rarely available to use and in terms of being one of the main welcome point for visitors to the city, it can be cold, wet and uninviting – a description that is the antithesis of how WellingtonNZ.com is trying to promote the city. There are also limited bus parks available on Kent Terrace and Cambridge Terrace, which Tranzit understands are likely to be

removed as part of Let's Get Wellington Moving. Tranzit believes this will only increase pressure and create logistical difficulties for operators and passengers due to reducing the smooth and easy access of operators and passengers to major Wellington venues, and thereby decrease the positive experience people have when visiting Wellington. By way of example, in 2019 Capital E held its School Fest programme as part of the New Zealand Festival Arts. Tranzit transported 15,000 Wellington students over a two-week period to venues such as Te Papa, Hannah Playhouse, St James Theatre, and the Opera House. With such large numbers, the issue of safely loading and dropping off passengers become paramount. Second to this, Tranzit struggled to park buses for the duration of the event due to lack of coach parking in the city. Tranzit Group's Submission to the Wellington City Council on its Parking Policy. June 5th 2020. 4 2. Overnight Parking: Currently overnight coach parking in Wellington is extremely limited. We would like the Council to identify a designated area, or areas in the city or around the city fringes, where coaches can "lay-over" at night. Most hotels do not have enough onsite parking for coaches and their guests. In addition, the time-limits are often unrealistic operating from 7pm – 8am. With some tour groups only doing half-day sightseeing trips, the question begs, where do we park the coach for the other half of the day? During peak touring times, some operators will ask their coach drivers to lay-over at Te Papa which in turn takes up spaces for the public and coaches that have a genuine need to park there. 3. Event Planning: Event planners need to place a greater emphasis on transport and coach parking in the early stages of planning an event, especially large-scale events, as well as providing for lay-overs for coaches during the event. This is because transport to and from an event is often the last thing planners think about and it can result in unnecessary stress for all involved. However, having transport front of mind is one of the most responsible things an event planner can plan for, as it eliminates a variety of logistical issues and ensures the safety of guests. 4. Hotels and planning for future hotel developments Current situation Whilst we acknowledge the Council is doing a great job on one side of promoting the city as a tourist and/or events destination, there needs to be more emphasis in this Policy on coach parking at hotels and afore mentioned safe loading zones. Several hotels in Wellington have limited coach parking. One such example is the James Cook Grand Chancellor on The Terrace has one dedicated parking zone on the footpath outside the hotel. This hotel is a major series tour hotel with numerous tours staying throughout the touring season. The driver needs to reverse the coach into the coach park on to the footpath while at the same time watch for pedestrians plus cars entering or exiting the James Cook Carpark that pass behind the coach. In a busy season, the Grand Chancellor hotel for example will have Grand Pacific Tours with S Series and R Series – each completing four movements over two or three days. With several tours in town, we are talking about 40 + movements. That means that is 160 times that the driver is expected to back up for that tour – and that is only one tour operator. At the Ibis, coach drivers have to fight with the taxi drivers for a parking space which is not a good look for the passengers or hotel guests. Future developments When new hotels are being built in Wellington, we would like more onus put on the developer to allow for coach parking and a safe loading zone. For e.g.: Neither the Mercure Hotel or QT Hotel have suitable space for coaches with guests often having to off-load on a footpath or even with no space at all. Tranzit Group's Submission to the Wellington City Council on its Parking Policy. June 5th 2020. 5 5. Cruise ships In October 2019, WellingtonNZ.com issued a media release saying that 123 cruise visits will occur during the summer season, until April 2020. That topped the previous year's record number of visits of 110. This meant more than quarter of a million tourists will arrive in Wellington, accompanied by a further 100,000 crew. Obviously, the season was cut slightly short due to COVID-19, but this media release suggests what visitor numbers are coming into Wellington – on cruise ships only – during the peak tourism season. These figures do not represent coach tours visiting at the same time nor reflect domestic visitation through events, conferences or those visiting family and friends. To offer cruise guests the best experience in Wellington they need to be able to safely wander and enjoy each location without the concern of finding their coach in a major bottle neck of coaches all needing parking. This positive experience begins the moment they disembark a vessel at Centre Port where passengers are met by different operators. The designated shuttle parking to greet these passengers often takes away coach parking for the other coaches. The parking at key Wellington attractions such as the Mt Victoria summit, the Botanic Gardens and Old Saint Pauls (once reopened) all have very serious parking concerns on a cruise day. With Wellington wanting more and larger cruise ships there is an increased need to cater for the number of coaches needed to deliver a first-class experience in Wellington city. It is even more important that this experience is positive so these cruise passengers, who are here for a short time, wish to return for a longer stay. On cruise ship days, there can be as many as 5 -10 + coaches all wanting parking in the afore mentioned city attractions for 15-30 minutes. This needs to be in a safe, orderly, and logical fashion. However, because parking is currently so limited it is now a major issue and creates lengthy delays for our visitors and is one of the biggest stresses for our professional driving

teams. Despite driving teams from different companies trying to work together, there are always delays for passengers forced to sit in a coach as it manoeuvres out of a bus park. More well thought out coach parking is desperately needed. In addition, major Wellington attraction Te Papa has limited coach parking. If you have a group booking at the museum, Zealandia, or Weta the only option a driver has is to drop off and collect due to major coach parking limitations. Tranzit understands the planned new Wellington Convention Centre, across the road, has no coach parking planned. This will rely on drop off only and passengers crossing the busy which is not ideal nor is it safe. 5a. Wakefield St The other key consideration this Policy needs to give is for parking on Wakefield Street, near the Wellington i-SITE Visitor Information Centre Cruise. This location is where shuttles use the tour stop opposite Amora Hotel and where all small sightseeing operators relocate and depart from the Amora Hotel side of the street, which is currently coned off due to building works. This popular and central site works well only with support from Wellington Ambassador teams, as this requires several people to redirect passengers safely across pedestrian crossings. Here small sightseeing coaches also need to do U-turns in Wakefield Street which can pose some safety issues at times. Tranzit Group understands investigations were taking Tranzit Group's Submission to the Wellington City Council on its Parking Policy. June 5th 2020. 6 place and looking at part of Wakefield Street (Victoria St to Cuba St) becoming one way and leading to the construction of a roundabout at the intersection of Cuba and Wakefield Streets which will help make traffic flows work better and should be safer for pedestrians and passengers. Regardless of whether this goes ahead or not, the health and safety of people and drivers needs to be a priority. Another issue along Wakefield Street is long term parking overnight. The photo (on page 3) clearly shows the sign, which causes confusion withing the coach industry. Some coach drivers do not read the sign properly and they can be parked there in the middle in the morning well after 6am and this makes for a challenging time, especially on a cruise day, but also a normal day with a number of sightseeing operators requiring short term parking. It can take a long time to locate the driver to move the offending coach. As a short-term solution, Tranzit Groups recommends the Council erects a less ambiguous sign but also pleads the Council find a permanent coach parking in this part of town with its nearby venues Wellington Town Hall, Michael Fowler Centre, the library and of course the i-SITE. 6. Stadium Access: Tranzit currently finds providing transport for groups to games at Sky Stadium cost prohibitive for a lot of school and charity groups. Reason being there is no suitable "drop off/Pick up zone" for Sky Stadium, which often leaves them needing to apply for a coach permit that costs $110.00 and is not always available. This is often the make or break for group organisers to attend stadium events. There should be better suitable drop off zones for events held at the stadium ultimately opening the opportunity for people to travel in groups and less reliance on private transport. 7. Churches In Wellington, many churches have very limited coach access. When providing transport to and from a wedding or funeral or mass gathering at a church, again it is important to recognise the safe carriage and ability to load and offload passengers. The New St Pauls on Molesworth Street parking is hit and miss, and Boulcott St for St Mary's of the Angles is non-existent, especially during peak business hours. Conclusion Tranzit Group believes coach parking has not been a priority in town planning in Wellington for many years. For the Capital City of New Zealand to function well and become the "go to" conference and events Capital, coach parking needs to be urgently addressed especially with a new convention centre underway. This will help encourage the smooth and easy movement of people, tourists, and goods around Wellington in a sustainable manner and also vastly improve those people's experience of visiting, working and staying in Wellington. Tranzit Group thanks the Council for this opportunity to make a written submission and looks forward to making an oral submission on the Parking Policy as well.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Introduction 1.1. The Bus and Coach Association NZ (BCA) is a membership organisation that represents the interests of the bus and coach industry. We provide industry leadership, advocacy, networking and services for more than 300 members (and their over 6,000 buses and coaches). The BCA represents the majority of New Zealand's bus and coach operators and domestic and international bus manufacturers. 1.2. The bus and coach industry is a significant contributor to New Zealand's economy. The industry contributes over $1.2 billion to gross domestic product per year and employs over 10,200 people. In 2015 tourist expenditure on passenger transport (not including air travel) in New Zealand was $3.4 billion and more than 1.24 million international visitors used bus and coach services. 1.3. The BCA welcomes the opportunity to provide a submission on the Wellington City Council (the Council) Parking Policy (the Policy). 2. Policy intent 2.1. The Policy aims to ensure Wellington's parking supports easy movement of people and goods around Wellington. The Council's vision is that Wellington's transport system will enable less reliance on private vehicles to access the city. This supports the city's aim to be a zero-carbon capital by 2050. 2.2. The Policy also aims for parking to support the Council's vision for the

city. This includes adapting to 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. 2.3. The Council's transport hierarchy gives priority to active modes of transport, such as walking and cycling, and public transport. When decisions are made on road space, these modes will take priority over parking. 3. BCA Position 3.1. The BCA supports the Policy's focus on ensuring that Wellington's parking supports easy movement of people and goods around Wellington in a sustainable manner. Active modes and public transport are critical to moving people around Wellington and achieving sustainability goals. 3.2. Although the Council's vision for the city emphasises the importance of economic growth and tourism, the Policy does not mention the impact of tourism and events on the movement of people. Tourism currently contributes $2.7 billion dollars to Wellington's economy and coaches play a significant role in the movement of people and tourism in Wellington, therefore need to be considered in the Policy. Currently, the Policy states coach parking is a low priority which is unlikely to be accommodated in the city centre and surrounding areas. 3.3. Coaches rely significantly on parking to ensure visitors can access the city, and due to the size and height of coaches, they cannot be privately accommodated. They also support the Council's vision for the city by helping reduce the number of vehicles in the city, each coach providing capacity for up to 55 passengers. 3.4. Wellington is one of the worst cities for coach parking due to high demand for coach parks, and limited available coach parking. The Policy needs to address this issue to ensure coach tours continue to come to Wellington, and to ensure the safe access of people to Wellington venues. 4. Coach Parking in Wellington 4.1. While the amount of tourism and events will be significantly reduced for some time due to the COVID-19 Pandemic, this policy is about creating a long term framework for Wellington parking, and therefore needs to factor in coach parking. Addressing these issues now will lay the foundation for sustainable growth of the coach tour industry in Wellington. 4.2. Previously many coach tours would choose to arrive in Wellington in the evening, stay overnight and then leave in the morning. Considerable work has been done to increase the numbers of tours that stay in Wellington for 2-3 nights, the success of this work has brought significant economic benefit to Wellington. However coach parking continues to be an issue, particularly when coach operators look for overnight parking. 4.3. Coach parking continues to be removed to make way for other projects including roadworks, servicing cruise passengers and commuter bus transport. The lack of coach parking puts pressure on coach tours wanting to stay longer in Wellington. 4.4. During peak tour season there can be between 15-20 coaches in Wellington, all looking for overnight parking. Many operators choose to use the limited bus parks available on Kent Terrace and Cambridge Terrace. But there still is not enough available coach parking to meet these demands, and leads to extremely difficult and frustrating experiences for coach operators. The parks on Kent Terrace and Cambridge Terrace are also likely to be removed as part of Let's Get Wellington Moving. This will increase pressure on coach parking in Wellington. 4.5. However, if this pressure continues, it will likely result in tour companies looking to move on and stay in other areas where parking is readily available. The Council should focus on expanding the number of tours staying multiple days in Wellington, rather than deterring them due to a lack of facilities. 5. Access to venues – pick up and drop off zones 5.1. Coach operators also struggle with access to major event venues and hotels, due to lack of parking space and loading zones near major venues and hotels. Hotels which host conferences often do not have enough nearby coach facilities to match the capacity of their conference facilities. This creates logistical difficulties, and limits the smooth and easy access of operators and passengers to major Wellington venues, and decreases the positive experience people have visiting Wellington. 5.2. The lack of coach facilities also creates safety concerns for drivers and passengers. In many instances the lack of facilities means there are no safe places to drop school children or groups at events. 5.3. The lack of drop off/pick up zone near Sky Stadium mean that groups must apply for a $110 permit to enter the stadium. This cost is often prohibitive to school and charity groups accessing the stadium. These groups should not be deterred from accessing key Wellington venues due to insufficient pick up and drop off areas. 5.4. Many drop off areas also have tight corners which are difficult to maneuovre around,especially near hotels, for example the parking spaces near James Cook Grand Chancellor require coaches to turn around to pick up and drop off guests. These difficulties should be considered when evaluating coach parks, and creating new coach parks. 5.5. Any development of hotels with conference facilities should at an early stage of development be required to ensure there is sufficient coach parking/loading zones for coaches near the venue. This will ensure safe access by passengers to these venues, and remove logistical issues for coach operators in the long term. 5.6. We urge the Council to use this opportunity to address key safety risks created by a lack of suitable coach parking facilities by providing suffcent and safe coach parking near venues and hotels. 5.7. We would welcome the opportunity for the BCA to consult on the future development of coach parking or pick up and drop off zones in Wellington. 6. Economic Benefit of Coach Parking 6.1. Coach tours provide significant economic benefit to Wellington city. This is reflected in the up to 55 passenger per tour that spend money at Wellington eateries, retail stores, accommodation and

attractions. Each extra day and night visitors stay in Wellington delivers a significant positive impact on Wellington's economy. On average visitors to Wellington spend $362 a day. 6.2. As stated in the Council's vision for Wellington's parking it is critical that the Policy supports the economic growth of the City, and ensuring that it is a people-friendly place to visit. Providing solutions that support coach parking will expand the economic opportunities coach tours provide for Wellington busineses. It will also enhance the experience of coach tour operators and passengers, thus supporting the Council's vision for Wellington. 7. Recommendations 7.1. In the short term, dual-use parking will allow maximum usage of parking areas such as loading zones or goods and service parking for coach parking overnight from 6pm. 7.2. As a long term solution, the Council must designate an area in the city or fringe city location where buses and coaches are able to standby for 30 minutes to be within close proximity to major events and venues. 7.3. The Council should also allocate a specific location which accommodates the large number of coaches regularly parking overnight in Wellington, and other areas which may accommodate more coaches during the peak tourism period. The Council should also consider how to expand coach parking for further growth in the industry. 8. Conclusion 8.1. Coach parking and loading zones should be accommodated in the Policy due to the significant role they play in Wellington's tourism industry and the movement of people for events. Coach parking issues in Wellington have been exacerbated by reduced parking and increased demand for coach parks. The lack of coach parking has also increased safety concerns for passengers disembarking coaches. If the Policy does not accommodate coach parking, there will likely be negative impacts on Wellington's economy and tourism industry and the ability of coaches to move people to and from events. 8.2. The BCA urges Wellington City Council to adopt our proposed changes in the Proposal to provide for coach parking in Wellington. 8.3. We would like to make an oral submission on the Policy.

| Q23. | **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)** | Yes, I would like to submit an oral submission |

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

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. De-couple landuse from private motor vehicle parking requirements - all minimum private car parking requirements should be phased out. Rather than assuming parking is needed, decisions about whether land and building space are used for parking can be left to developers, within an overall planning framework that supports liveability and the sustainable transport hierarchy. Use strong evidence and data, from here and elsewhere. We have a great head start on smart city infrastructure for parking, and should be doing trials especially to prime us ahead of LGWM change. Evidence like SFPark is also so extremely compelling and should be a key pillar of the policy and – crucially – the comms about it.

Q3. **Is there anything else you would like to tell us about the objectives?**

no

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Across all Council's avenues of influence (all tools, including communication and its own corporate practice) make best use of parking to change behaviour and achieve sustainable travel and liveable city goals. Driving and parking are neither a right nor an entitlement, and both the discourse and the policy tools need to stop perpetuating that framing. Please use the Talking About Urban Mobility guidance. Where on-street private car parking is being provided in residential areas, prioritise parking for vehicles that best support mode shift and reduced car use. Examples are e-carshare and community travel vehicles, carshare (second priority), and private EVs (lower priority). Allow automobile parking space to be used by non-cars (bikes, scooters, motorbikes) if they pay for it Self-evident. The current policy assigns a right to occupy space solely to cars. Enable the proliferation of good quality parking infrastructure for sustainable vehicles. Enable the creation of secure, weather-protected parking for other forms of transport (e-bikes, bikes, mopeds, scooters, e-scooters etc) so all streets in both residential and destination areas have parking that supports good mode choice. Especially encourage use of parking structures that have a traffic calming, greening or placemaking effect. Transition of parking management must help reduce inequality rather than worsen it. Car-centric transport systems and urban form already exacerbate several forms of inequality. Good change will be disruptive and painful so the "pain" of change should be borne more by those most able to bear it. This should be well researched and minimise the potential for concern trolling.

Q6. **Is there anything else you would like to tell us about the principles?**

"Primarily focus the Council's role on prioritising existing space, not on increasing parking supply" - this principle should be stronger, in light of principle A, to highlight that the council's role is about decreasing the current overall supply of parking in the central city (and potentially elsewhere - eg at key recreation facilities) to a level that private car travel is playing an optimal role across the city. The Policy needs to be clear that there is currently an oversupply of parking and that people should expect to see less parking generally over time. As a minimum, the aim should be no new provision even as new development comes on line. "Parking is priced at a level that achieves policy objectives and is consistent with other transport objectives": the objective here should be to make better transport modes competitive: public transport, walking, scooting, cycling. Equity retrofits will of course be needed and are really important, but the base price of parking and of public transport should both be transitioned to the point where price plays its full role in making public transport realistically competitive. Consideration could be given to explicitly using parking revenue to support improved public transport services, walking, biking/scooting and street amenity in order to create a clear transition path in the mind of the public. "Support local area-based parking plans where there is a need and community support." Local area plans must be properly coupled to land use, and involve a solid process of dialogue so that community responses and engagement are grounded in genuine need rather than simply fear of the loss of the status quo.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

For all "centre" areas, Logistics and deliveries parking that's provided should give priority and better provision to sustainable and low-impact delivery vehicles (e-cargo bikes, small e-vans instead of lorries etc) than traditional logistics vehicles. District Plans and consents should be changed to prevent use of large vehicles (HGVs et al) except in the small hours when the fewest people are around. We also note that off-street loading zones within building s provide a means of freeing up scarce corridor space for use by people, so we suggest a more nuanced approach here. For all areas, we want to see parking provision firmly coupled to the desired movement modes for the landuses. For example, we want to see a landuse-coupled parking approach that enables 20-minute neighbourhoods instead of assuming "we're in the outer area, therefore residents' parking is a high priority". This would otherwise tie Wellington into sprawl. Key transport routes: Agree with the caveat that movement and exchange need to be properly optimised on "key transport" routes that are also destinations, like Lambton Quay. In places like this, urban design features, and to a lesser extent bike/micro-mobility parks, can significantly improve the amenity and thereby vibrancy of a street and should have higher priority than the other types listed in here. On bus and other high-capacity public transport routes, parking must not impact peak time public transport function at all and ideally never. It's simply a daft trade-off. City Fringe: We rated this "disagree" because dedicated car share and bike and micromobility parking should be higher up in the priority list as they provide the most space efficient options for point to point transport alternatives vs. private car ownership. Residents' parking should be prioritised ahead of commuter parking but is not a higher priority than measures to reduce car dependence overall. Outer residential: Outer residential areas generally have a high degree of car dependence; a high priority needs to be given to provision for alternatives in key locations. This is part of creating the infrastructure for 20 minute "urban villages" and supporting increased density and low car-use neighbourhoods in key areas. Furthermore, it's bizarre that mobility parking should be a lower priority than residents' parking. These should at least be swapped, hence our "agree". We would like to see a land use-coupled parking approach that enables 20-minute neighbourhoods and doesn't assume "we're in the outer area, therefore residents' parking is needed". Council Parks, Sports, Recreation & Community Facilities Recreation travel, sports travel and other non-commuter travel are key ares for public transport growth in Wellington. Provision of bus stops, and public bus layover need to be given high priority as part of supporting the sustainable transport hierarchy for non-commuter travel.

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

We are principally in agreement with pricing parking to meet demand, however this is not sufficient. Parking supply and pricing must be strongly linked to land use. We cannot emphasise this enough, and it applies to every single area type described above. The current descriptions are broad-brush and need to be focused more tightly to land use, like the active travel catchment of schools. ● A commuter parking levy is a sensible sounding idea: the new state highways being built and the new sprawling developments north of Wellington city centre (including in Wellington city) will impose a serious car-dependent pressure on Wellington city centre. We'll need all kinds of positive pressure to discourage commuting by car, and a levy is one tool. ● Council must lobby whomever in central government to clarify or amend the LGA such that council can charge to reflect the opportunity cost of on-street residents' parking. If cost recovery is to remain in the law, clarify so it can include recovering to the public the opportunity cost of the space. We cover this more in the resident parking section. ● Council should have a clear eye on what outcomes are being sought, and which tools are right for which outcomes. Revenue-raising can cloud our judgment, and obscure the value of tools that achieve higher-order goals like emissions reduction. ● Minimum pricing for parking needs to be maintained to provide incentives for use of alternatives to the private; parking pricing must support the overall sustainable transport hierarchy and mode shift for the city's big outcomes rather than be seen simply as means of shuffling vehicles between high and low demand locations. ● Real-time pricing and space availability information should be very readily accessible, to minimise cruising. We should amp up the smart cities element of parking management to the maximum, but also ensure that really basic, low-tech information is provided too so no-one driving and looking for a park ends up cruising.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. All existing dwellings with 1 or more off-street space
7. New dwellings/homes built after 2020
8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Rank new dwellings and second permits the same. Address equity issues using a solid evidence base Any changes to residents parking needs to avoid penalising people on lower incomes who rent, and may have limited choice about where they can find rentals. Such people are also more likely to have shift work, or irregular gigs, and may also live in higher density households. Where people on low incomes own cars they are more likely to have raised loans to finance them. Furthermore, the council does not have good information about whether properties are single flat or multi-flat dwellings. A scheme which allocates permits on the basis of property rather than occupancy will tend to favour low occupancy dwellings over higher occupancy dwellings. There are several ways to address this, for example: ● Allocate permits per household as a percentage of occupancy, rather than equally across all households (eg households are entitled to have permit for 50% of adult occupants) ● Reduce the price for permits for tenants as compared with owner-occupiers ● Introduce income-based pricing for permits Any such policies need to be supported by good information and research. A revised Resident/Coupon Exemption parking system: To ensure that there is adequate road space for other land use within resident parking areas going forward, we call for a halt to expansion of resident parking zones and instead to move towards more coupon parking exemptions for residents. This will provide more flexible and reliable parking options for residents in the area by allowing parking to be spread across the area. Residents with resident parks will still be able to park anywhere in a coupon parking spot as they can currently. To ensure that any new solution does not indiscriminately disadvantage existing residents (renters, workers etc.) we encourage grandfathering into the system of existing users, at

current prices for their resident and coupon exemption parking permits, for the period that they reside at that address. Going forward, we would encourage all new permits issued to only be coupon exemptions, and be priced more closely to the existing coupon parking permit costs. For reference, a monthly coupon park is $2400 a year ($200/month). Presently, resident coupon exemptions are provided at $120/year, or a 95% discount. These coupon exemption permits make up 23% of the overall 'resident parking' scheme, yet the opportunity cost of these discounted permits was $3.9m in 2018. We encourage the council to provide newly issued permits at a price range of 30-50% discount for off existing coupon parking rates on a monthly basis. As this is not a resident parking scheme, but instead a 'concession for residents to existing coupon parking', we believe that this would be permissible under the LGA. Connect Wellington recognises that this will raise questions of equity. This is understandable - any increases to parking are inevitably going to hit low-income households. Any such changes ought to factor in the proposals noted above, to address these. In addition we note the following 1) Proposed system does not affect any current residents: As all existing residents would keep their existing parking arrangements at the current prices, they will not be subject to any changes in equity. We recognise that this may affect future residents in their decision to move to the inner suburbs which are currently subject to the resident parking schemes. A number of the Connect Wellington group are renters in these areas. We can assure the councillors that parking was just one of the factors in the decision to move to the location, as was proximity to town, the cost of rent and other variables. If a new parking system was to be implemented, the cost of parking would be but just another factor among many in our decision to move, as it currently is if we choose to live in downtown where there is no resident parking provided at a discount. 2) It assumes that inner city suburb residents need cars: Wellington already faces the most expensive cost of living in New Zealand with transport (predominantly cars) being the third largest spending category after food and rent. Many residents in these areas already use or own micromobility vehicles, ride the bus, walk or use Mevo to get around, and mode shares of these are growing. We encourage the council to recognise that the residents of these suburbs do not view car-ownership as a necessity, and to focus on equitable transition in the context of these trends. 3) At present, providing a relatively low-cost residents parking scheme, coupled with the coupon-parking exemptions, means the council is foregoing significant revenue. If increased revenue is invested in supporting measures which enable a transition away from car dependence the increased prices are likely to be both more acceptable and more equitable. Rather than simply being seen as a rationing device, parking charges are then more explicitly tied to broader sustainability and equity objectives. With further densification planned in these areas that will enable better mass transit links and non-private car transport options, we encourage council to not let these arguments stop them from acting. Additional Parking for Car Share Companies We encourage the council to provide residents parking to e-carshare companies. One carshare park can replace up to 15 households' car ownership, so this is a really important way to help households transition off owning and running and storing their own car. Additional Parking for Micromobility/Bikes/Mopeds We would also encourage the development of micromobility parking infrastructure for bikes/scooters on-road - see earlier comments. Areas with residents parking often don't have easily accessible and safe locations to store the burgeoning transport modes of e-bikes, scooters as well as more traditional mopeds. Secure parking on road areas would be welcomed.

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

not answered

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

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. De-couple land use from private motor vehicle parking requirements - all minimum private car parking requirements should be phased out within an overall planning framework that supports liveability and the sustainable transport hierarchy Use strong evidence and data, from here and elsewhere. There is an opportunity here to start trials to help people adjust to the LGWM change. Using evidence like SFPark is also useful to inform policy and developing good communication around this.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Somewhat helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Across all Council's avenues of influence (all tools, including communication and its own corporate practice) make best use of parking to change behaviour and achieve sustainable travel and liveable city goals. Communication MUST be better and stop perpetuating the idea that driving and parking are a right/entitlement. Please use the Talking About Urban Mobility guidance found here. Where on-street private car parking is being provided in residential areas, prioritise parking for vehicles that best support mode shift and reduced car use. Examples are e-carshare and community travel vehicles, carshare (second priority), and private EVs (lower priority). Allow automobile parking space to be used by non-cars (bikes, scooters, motorbikes) if they pay for it Yes. Enable the proliferation of good quality parking infrastructure for sustainable vehicles. Enable the creation of secure, weather-protected parking for other forms of transport (e-bikes, bikes, mopeds, scooters, e-scooters etc) so all streets in both residential and destination areas have parking that supports good mode choice. Especially encourage use of parking structures that have a traffic calming, greening or placemaking effect. Transition of parking management must help reduce inequality rather than worsen it. Car-centric transport systems and urban form already exacerbate several forms of inequality, Good change will be disruptive and painful so the "pain" of change should be borne more by those most able to bear it. This should be well researched and minimise the potential for concern trolling.

Q6. **Is there anything else you would like to tell us about the principles?**

"Primarily focus the Council's role on prioritising existing space, not on increasing parking supply" - this principle should be stronger, in light of principle A, to highlight that the council's role is about decreasing the current overall supply of parking in the central city and potentially elsewhere - eg at key recreation facilities to a level that private car travel is playing an optimal role across the city. The Policy needs to be clear that there is currently an oversupply of parking and that people should expect to see less parking generally over time. "Parking is priced at a level that achieves policy objectives and is consistent with other transport objectives": the objective here should be to make better transport modes competitive: public transport, walking, scooting, cycling. Equity retrofits will of course be needed and are really important, but the base price of parking and of public transport should both be transitioned to the point where price plays its full role in making public transport realistically competitive. Consideration could be given to explicitly using parking revenue to support improved public transport services, walking, biking/scooting and street amenity in order to create a clear transition path in the mind of the public. "Support local area-based parking plans where there is a need and community support." Local area plans must be properly coupled to land use, and community responses and engagement are grounded in genuine need rather than simply fear of the loss of the status quo.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

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Agree

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Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

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Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

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Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

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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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

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2. EV 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

5. Businesses located with the zone

6. All existing dwellings with 1 or more off-street space

7. New dwellings/homes built after 2020

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

New dwellings and second permits both ranked the same. Any changes to residents parking needs to avoid penalising people on lower incomes who rent, and may have limited choice about where they can find rentals. Such people are also more likely to have shift work, or irregular gigs, and may also live in higher density households. Where people on low incomes own cars they are more likely to have raised loans to finance them. Furthermore, the council does not have good information about whether properties are single flat or multi-flat dwellings. A scheme which allocates permits on the basis of property rather than occupancy will tend to favour low occupancy dwellings over higher occupancy dwellings. There are several ways to address this, for example: ● Allocate permits per household as a percentage of occupancy, rather than equally across all households (eg households are entitled to have permit for 50% of adult occupants) ● Reduce the price for permits for tenants as compared with owner-occupiers ● Introduce income-based pricing for permits Any such policies need to be supported by good information and research. A revised Resident/Coupon Exemption parking system: To ensure that there is adequate road space for other land use within resident parking areas going forward, we call for a halt to expansion of resident parking zones and instead to move towards more coupon parking exemptions for residents. This will provide more flexible and reliable parking options for residents in the area by allowing parking to be spread across the area. Residents with resident parks will still be able to park anywhere in a coupon parking spot as they can currently. To ensure that any new solution does not indiscriminately disadvantage existing residents (renters, workers etc.) we encourage grandfathering into the system of existing users, at current prices for their resident and coupon exemption

parking permits, for the period that they reside at that address. Going forward, we would encourage all new permits issued to only be coupon exemptions, and be priced more closely to the existing coupon parking permit costs. For reference, a monthly coupon park is $2400 a year ($200/month). Presently, resident coupon exemptions are provided at $120/year, or a 95% discount. These coupon exemption permits make up 23% of the overall 'resident parking' scheme, yet the opportunity cost of these discounted permits was $3.9m in 2018. We encourage the council to provide newly issued permits at a price range of 30-50% discount for off existing coupon parking rates on a monthly basis. As this is not a resident parking scheme, but instead a 'concession for residents to existing coupon parking', we believe that this would be permissible under the LGA. Millions of Mothers recognises that this will raise questions of equity. This is understandable - any increases to parking are inevitably going to hit low-income households. Any such changes ought to factor in the proposals noted above, to address these. In addition we note the following 1) Proposed system does not affect any current residents: As all existing residents would keep their existing parking arrangements at the current prices, they will not be subject to any changes in equity. We recognise that this may affect future residents in their decision to move to the inner suburbs which are currently subject to the resident parking schemes. A number of the Millions of Mothers group are renters in these areas. We can assure the councillors that parking was just one of the factors in the decision to move to the location, as was proximity to town, the cost of rent and other variables. If a new parking system was to be implemented, the cost of parking would be but just another factor among many in our decision to move, as it currently is if we choose to live in downtown where there is no resident parking provided at a discount. 2) It assumes that inner city suburb residents need cars: Wellington already faces the most expensive cost of living in New Zealand with transport (predominantly cars) being the third largest spending category after food and rent. Many residents in these areas already use or own micromobility vehicles, ride the bus, walk or use Mevo to get around, and mode shares of these are growing. We encourage the council to recognise that the residents of these suburbs do not view car-ownership as a necessity, and to focus on equitable transition in the context of these trends. 3) At present, providing a relatively low-cost residents parking scheme, coupled with the coupon-parking exemptions, means the council is foregoing significant revenue. If increased revenue is invested in supporting measures which enable a transition away from car dependence the increased prices are likely to be both more acceptable and more equitable. Rather than simply being seen as a rationing device, parking charges are then more explicitly tied to broader sustainability and equity objectives. With further densification planned in these areas that will enable better mass transit links and non-private car transport options, we encourage council to not let these arguments stop them from acting. Additional Parking for Car Share Companies We encourage the council to provide residents parking to e-carshare companies. One carshare park can replace up to 15 households' car ownership, so this is a really important way to help households transition off owning and running and storing their own car. Additional Parking for Micromobility/Bikes/Mopeds We would also encourage the development of micromobility parking infrastructure for bikes/scooters on-road - see earlier comments. Areas with residents parking often don't have easily accessible and safe locations to store the burgeoning transport modes of e-bikes, scooters as well as more traditional mopeds. Secure parking on road areas would be welcomed.

Q20.	**What deters you from using public transport? Please select all that apply.**	Public transport is too expensive
		Public transport timetable doesn't suit my schedule
		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 seems unreliable to me
		Public transport route has too many transfers
		Using public transport is difficult when travelling with young children/babies
		I don't feel safe using public transport early in the morning/late at night

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

I am not able to physically access these modes of travel due to my personal circumstances

I live too far from where I'm going to walk or cycle

Q22. **Do you have any final comments about the topics raised in this submission?**

Who are Millions of Mothers? At heart, we are ordinary parents standing up for climate action, to ensure all children have a liveable planet to thrive on. Cities designed with our children, elderly, disabled and vulnerable in mind will benefit everyone and our environment. We feel it's important to give people real choice and a sense of what is possible. When the best choices are the easiest, people will change and the knock on effects for the climate and Wellington's incredible biodiversity will be the ultimate win-win. We would like to make an oral submission.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. **Do you have any final comments about the topics raised in this submission?**

On review of J010081-Parking-Policy-Statement of Proposal-WEB-NEW.pdf I make the following submission: Key points: - Reframe the discourse and the tools away from "rights" to drive and park. Reward and privilege travelling sustainably. Buffer any effect that'd deepen inequality. - No city should have minimum parking requirements if the rest of its landuse and transport system is roughly right, so phase these out ASAP. They suppress natural ingenuity and efficiency and skew the market badly. - e-carshare, micromobility, bike parking, sustainable delivery and logistics vehicles and so on should be privileged and prioritised more. Because they are helping us transition away from the old unsustainable model of living and moving people and stuff. - Outcome-based, landuse-based concepts like 20-minute neighbourhoods, active school zones, healthy streets, and social catchments are invisible. Yet they should be powering this policy, and enabling developers', landowners', designers' and businesses' ingenuity to deliver them. In addition, my submission includes my response to points made in the video titled "Smarter ways to manage parking" embedded on this page: https://www.letstalk.wellington.govt.nz/managecityparking and on Youtube: https://youtu.be/1WqPeqDApUo 1. "If you've tried to find a park in our city, you'll know that we do have a problem and we do need lasting solutions". My response: No, that's not true, parking is not the problem we need lasting solutions for. We need lasting solutions for transportation that does not use precious land so wastefully, and instead solves for Wellington's climate emissions problems, social inequity problems, poor social cohesion, and poor resilience issues which are all exasperated by solo petrol car use in the city - which is only possible through the provision of parking. We need to stop subsidising these problems, instead incentivising forms of transport that reduce harm and allow for more beneficial use of land, increasing opportunity for higher density housing - which in turn will reduce the demand and reliance on all forms of transportation. 2. "More and more people want to work live and play in our compact city. The problem is that's really putting the squeeze on parking". My response: The problem isn't "the squeeze on parking" the problem is the squeeze parking puts on land use. Too much land use is allocated to private motor car use. It would be possible for many more people to work live and play in this compact city through a reduction in private motor car use and a reduction in land-allocation to parking, and instead planning and promoting higher-density housing and other more beneficial uses of the freed-up land. 3. "Our transport policies need updating to reflect our cities total commitment to carbon emissions. Managing parking well is part of that too." My response: yes this is true. One of the easiest way to achieve this commitment is to create and incentivise use of kiss 'n ride and adequate parking at major transport hubs, starting well outside of Wellington city, on train and bus arteries leading into CBD, and limiting private car passage into the city. We already have one of the best used public transport systems in NZ, let's maximise usage. To do this we can stop subsidising private car use through the provision of parking, and make public transportation even more attractive economically, in it's availability, and in it's rider experience. Throughout the world, excellence in public transport is always core to excellent city experiences. We have to stop thinking of public transport as a means for people to experience Wellington. At the core of the Wellington experience is our public transport experience. 4. "The goal is for everyone to have access to our city and its fabulous facilities" My response: yes, but for truly equitable and universal access, some of the personal privileges exercised by some of us must be curtailed - we simply can't all drive into Wellington whenever we want and expect to find a publicly-funded place to park our car wherever we want to park it - that's just not realistic. In practice, only some of us can exercise this privilege, and those that can and do receive great benefits in time and travel freedoms, further extending inequity within our communities. These expectations of car privilege are especially hurtful to those who cannot afford housing in Wellington, even if they work in Wellington, because so much land is dedicated to private cars that land for housing in the city has been limited and housing costs have inflated, and hurtful to those who cannot afford transportation, including public transportation, and who may be living in areas not well serviced by public transport. To meet our goals for universal access to Wellington, increase the livability of the city and what it has to offer, and cease greenhouse emissions, we must reduce parking land-use.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

GWRC Comments These proposed parking policy objectives align well with the current Wellington Regional Land Transport Plan (RLTP), which has the following strategic objectives: 1. A high quality, reliable public transport network 2. An attractive and safe walking and cycling network 3. A safe system for all users of the regional transport network 4. A well planned, connected and integrated transport network 5. An efficient and optimised transport system that minimises the impact on the environment 6. A reliable and effective strategic road network 7. An efficient network for the movement of freight 8. An increasingly resilient transport network The proposed objectives also align well with our current thinking for the next RLTP which is currently under development.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very helpful
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Very helpful

Q5. **Are there any principles you think we have missed?**

GWRC Comments 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.

Q6. **Is there anything else you would like to tell us about the principles?**

GWRC Comments Further to strengthening the first principle as requested above, we feel that the role of bus layovers is not fully recognised or supported within the policy, and offer the following background: "Bus layovers" are places on streets where bus drivers can park their buses just before or during the afternoon peak, typically close to the city centre, to help deliver bus services on time. Bus layovers have become increasingly important over recent years as more and more demands are placed on our roads and providing reliable bus services has become more challenging. Locations close to Wellington Station and Courtenay Place (at either end of the "Golden Mile") are particularly important. Provision of adequate layover space is critical to the operation of a reliable bus network and to help meet legal obligations for bus driver breaks. How much layover is required in any given bus location is case-specific depending on the level of service, but the basic guideline for bus routes through the central city is one layover space per bus route for lower frequency services and at least two layover spaces for each high frequency route (every 10 minutes or better). Outside of designated layover areas such as the Wellington Interchange (next to Wellington Station) and Cambridge Terrace there are a few informal places used as layovers. Some known locations are: 1. Thorndon Quay (off stop – not on a bus stop) 2. Glenmore Street close to where the Kelburn viaduct crosses (off stop) 3. Kent Terrace (on layover stop) 4. Cambridge Terrace (off stop) 5. Elizabeth Street (on non-layover stop) 6. Cable Street (off stop) 7. Oriental Parade (off stop and on coach stop) 8. Wakefield Street (on coach stop) 9. Mulgrave/Murphy Streets (off stop and on non-layover stop) GWRC greatly appreciates any opportunity Wellington City Council has of reinforcing bus layover areas to support on-time delivery of bus services. This might include allowing buses to "lay over" in specific locations prior to the afternoon peak, even if general parking is prohibited.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Neutral

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Strongly agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Neutral

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Strongly Agree

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Neutral

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Strongly agree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

GWRC Comments We support bus stops being identified as the only high priority parking type on key transport routes. However, it would be helpful to define key transport routes (which particular sections of which roads) via the parking policy, or in a more operational document, or in the road hierarchy in the District Plan (coming up for review). We will be pleased to work with you to identify and define key transport routes in the appropriate document. We understand that what might be considered a key transport route may also provide access to heritage residential properties with no off-street parking option, or pass shops or key facilities through a suburban centre that need mobility parking access and loading zones. Other roads will have cycle lanes (or may in future) so the trade-offs between access, public transport, active transport and parking provision all need to be made together, and in the context of the road hierarchy as identified in the District Plan. Generally we feel that "key transport routes" should include all arterial roads, plus other roads with scheduled peak hour Metlink bus services, some of which are quite narrow, winding and/or at capacity during peak periods. Better managing parking on these roads will help us run more efficient services and keep to the timetable. For example, Metlink buses often lay over on the west side of Glenmore Street travelling towards the city near (under) the Kelburn Viaduct, in the afternoon peak. This is a major transport route and carries amongst others the frequent and well-patronised Karori No. 2 bus service. Buses laying over on Glenmore Street do not affect traffic flows because there is little traffic in that direction on Glenmore Street at that time. So we submit that "public bus layovers" should be much higher on the hierarchy for parking on key transport routes. We request that they be identified as medium priority, rather than low. GWRC Comments Kent and Cambridge Terraces are important bus layover areas for Metlink buses within the Central City, helping us deliver on time bus services especially in the afternoon peak. So showing public bus layovers as lowest parking priority in the Central City is problematic for us. We would be pleased if you raised this to medium priority. We note that the Lambton Bus Interchange adjacent to Wellington Station is in the Central City (as defined in the District Plan) but it does not operate as a typical road and accordingly we assume that the parking policy would not apply to it. If, however, the parking policy does apply to this area, then public bus stops and public bus layover areas would be high parking space priority and everything else would be lowest priority. GWRC Comments We are not sure how City Fringe is defined, but imagine that it may include many of the current bus layover areas on Thorndon Quay, Glenmore Street, Kent Terrace, Cambridge Terrace, Elizabeth Street, Cable Street, Oriental Parade, Wakefield Street, Mulgrave Street and Murphy Street. Accordingly, we would like to see the priority of bus layovers raised to medium for the City Fringe. GWRC Comments We support walking, cycling and other forms of micro-mobility in the central city so providing for these modes in the parking policy helps make these modes more viable for more people.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

GWRC Comments Pricing for parking will be a key policy tool for this document. WCC can take the lead on both on-street and off-street parking prices and this will support Let's Get Wellington Moving and other initiatives to improve the central city in particular. Using pricing to help ensure that supply matches demand is supported.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Greater Wellington Regional Council (GWRC) welcomes the opportunity to provide comments on Wellington City Council's (WCC) Draft Parking Policy. 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 continue to work with WCC and Waka Kotahi, the New Zealand Transport Agency on the Let's Get Wellington Moving initiative, which will enhance public transport especially in central Wellington. The draft parking policy aligns well with LGWM. GWRC also supports mode shift away from private motor vehicles to public transport, walking and cycling (and other forms of micro-mobility) as these are more sustainable and equitable transport modes. Parking is a key tool to help shift car ownership and use, especially in our most contested and congested roads and streets. On-street parking can also preclude the provision of facilities for cycling, for which demand is high on many key transport routes. An efficient public transport system helps us reduce our regional carbon footprint and improve air quality (especially in the Wellington CBD) by reducing the number of motor vehicles on the roads. We support WCC's aspirations to better manage parking and consider the draft policy, which if implemented, should help achieve this. The policy also has synergies with various regional strategic plans and strategies including the Wellington Regional Land Transport Plan. We look forward to continuing to work with WCC to improve parking policy and management in Wellington City.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? ** not answered

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Q9. **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.To what degree do you think we have this correct for suburban centres?** not answered

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Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. **Do you have any final comments about the topics raised in this submission?**

My overall feedback is that I believe having a Parking Policy misses the point. Parking is just one of many possible uses of a shared public resource. The much larger challenge facing Wellington is how to better use that shared public resource. This policy references other existing or to be drafted policies and states that "If remaining space is available [after safe and efficient movement of people and goods] then the following hierarchy should be considered." This makes it difficult to understand the possible impact of the parking policy, and to provide feedback without visibility to the policies that will provide for the save and efficient movement of people and goods. This draft policy asks the reader to accept an assumed level of progress that seems far from the current situation. This sentence from the 2019 questionnaire highlights the issue: "How should we prioritise use of space on our streets for parking? Street space for the safe and efficient movement of people and goods has already been allocated". As someone who travels primarily by bicycle through Newtown and the CBD I cannot agree that space for the safe and efficient movement of people has already been allocated. One of the questions on the questionnaire, "For streets in the central city, prioritise the following uses of street space" only includes options for parking and urban amenities. No option is provided for the removal of parking to facilitate public and active modes of transport. I believe this policy tinkers at the edges of the significant changes required to meet the stated objectives: "Support shift in type of transport used to active and public transport" and "Safe and efficient movement focusing on people moving along transport routes rather than people parking vehicles". Limiting feedback to parking I would welcome more bike parking (Grey Street is awesome) - but I would gladly sacrifice that for a safe space to travel. I do believe the draft Parking Policy is a step forward. I hope the approved policy will allow the long delayed Newtown Connections to proceed at pace. Kind Regards

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

1. "Support safe movement" We support the intent of this objective, however we think it should be rephrased to include safety of people in proximity to transport who aren't necessarily moving -kids playing on quiet streets, cafe-goers on the pavement etc. The way we move around has an effect on other people in the city as well, for instance through air pollution and traffic fumes, and needs to be included. 2. "Support business wellbeing" We support this policy and agree that converting street space to create space for public transport, cycle lanes and pedestrianised walk-ways will be beneficial to business. There is potential for these proposals to aid the recovery of our local economy coming out of the COVID-19 restrictions. NZTA has found that generally, pedestrians and cyclists contribute a higher economic spend proportionately to other transport users and are important to the economic viability of local shopping areas (see here). In Auckland, spending was found to be 47% higher on Fort Street after it was converted into shared space in 2012 (see here). However, business is not the only thing that makes Wellington a vibrant city. We would like to see an objective included around supporting activities that don't necessarily create revenue, like community building and the creative arts. 3. "Support city amenity and safety" The previous parking policy proposed had the objective "Support place-making, amenity and good urban design". This re-drafted objective is not as strong, and we would like to see it amended to include place-making again. Perhaps this is where explicit mention of supporting community building could be included. 4. "Support access for all" We strongly support the intent of this objective and agree that providing car parking for disabled people, older people, people who are pregnant, and people with babies is an important part of making a just transition to reduced car dependency. However, we believe that there should also be consideration for the equity of the proposal, particularly in regards to people who live on lower incomes farther from the centre of the city, in places not well supported by public transport. The proposal at present will reduce their access to what the inner city has to offer and there needs to be a transition plan while WCC works to better serve the outskirts with alternative transport options. Perhaps initiatives like discounted parking cards for those with community services cards, or incentivising rideshare could be implemented?

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

1. "Primarily focus the Council's role on prioritising existing space, not on increasing parking supply" This should refer to actually decreasing parking supply, as opposed to merely not increasing it. 2. "Support local area-based parking plans where there is a need and community support." This needs to be rephrased to allow for local area-based parking plans in some cases regardless of the community support. Parking affects land-use, other modes of transport and future generations. While we agree community engagement and buy-in is very important, it should not be a veto power over the city's parking policy; rather, it should shape its general implementation.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

We like the approach of a mix of demand-responsive parking and exponential parking charges to encourage shorter stay. Short stay parks are better because they increase turn over and reduce congestion on the streets as fewer people are cruising around looking for a park all the time. However, we do note that there needs to be a minimum charge on car parks at all times as demandresponsive parking may well set the parking charge to near-zero at times.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport?**
Please select all that apply.

Q21. **What prevents you from walking, cycling or**
using other forms of active transport? Please
select all that apply.

Q22. **Do you have any final comments about the topics raised in this submission?**

Summary of submission: Generation Zero supports the overall intent and direction of the Parking Policy proposal (policy). In particular, we support the use of a transport hierarchy that prioritises active and sustainable transport, which is in line with international urban planning best practice. However, Generation Zero would like to see some amendments made. These include: • The objective of "supporting safe movement" needs revising to cover keeping a broader range of people safe. • The objective of "supporting business well-being" is important, but should not decentralise the interests of other features of Wellington that make it so special such as activities that don't necessarily create revenue, like community building and the creative arts, which should be accounted for too. • The principle of good urban design should be included in the objective of "supporting city amenity and safety. • The principle of equity should be included in the objective of "supporting access for all". • In line with efforts to decrease the city's emissions to zero by 2050, the Council should be seeking to curb carbon emissions by reducing car parking space, not simply maintaining current levels. • Community consultation should remain an important aspect of implementing new area-based parking plans, however objections not grounded in evidence should not carry sufficient weight as to allow for situations where due diligence is neglected and changes where needed are indefinitely deferred. • We would like to see a stronger implementation plan, with timelines, set goals for parking reduction, and a plan to manage expectations of future parking supply. Submission: 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 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) The focus on applying a transport hierarchy to the management of our street space is excellent as it prioritises active and public transport modes, and will enable decision makers to justify the difficult choices they will have to make if we are to achieve the intents of Te Atakura and LGWM. This policy is a more modern and forward thinking approach and we support the overall intent. However, we would like to see the following amendments made.Implementation Plan We would like to see a stronger implementation plan, with timelines, set goals for parking reduction, and a plan to manage expectations. While we support this policy, we are concerned that it does not do enough to manage expectations around parking availability in the future. It does not set a clear enough trajectory around reductions in on-street parking. For instance, the proposal still conveys that residents can expect to have on street parking set aside for them close to their homes in future. The council needs to be working to challenge this expectation. In this proposal, residents are marked high priority in city fringe and inner city suburbs. This approach to residents parking is not equitable and favours those who own cars (and can afford to live close to the city!) above others by effectively renting public land to them well below what the market rate should be. Residents parking permits are too freely available and are priced far too low - this needs to be addressed. A system where the price and availability of residents' parking is gradually reduced each year in line with the objectives of this policy would be able to address this issue. Residents' parking should especially be given low priority around walking and public transport routes. The streets should be for all of us. We would also like to know how the council plans to engage with stakeholders and local businesses on specific projects under this policy. There needs to be a proactive approach to ensuring business owners buy-in to any proposals to repurpose street space. In the event of opposition, the council must make decisions based on fact and research rather than anecdotal evidence about the importance of on-street parking for business as has often been the case in the past. NZTA found that retailers tend to overestimate the importance of on-street parking outside shops whereas shoppers value high-quality pedestrian and urban design features in shopping areas more than they value parking (see here). A study in Wellington on Tory Street found that about 60% of non-cyclists supported converting on-street car parks into a cycle route. A separate survey of Tory Street shoppers found only 6% percent used on-street parking on Tory St (see here). Council car parks are an important source of revenue for the city and there needs to be a plan that ensures

revenue loss cannot be used to justify weak implementation. The "parking management tools" are great to see but this proposal contains very little information on pricing and enforcement. It needs to include a plan for how the council will balance lost revenue from repurposing car parks with other sources. For instance, the council could be making plans to increase revenue by raising residential permits and parking fines to the point where they are actually effective. Having a plan for this is especially important as the city deals with the economic implications of COVID-19. Thank you for the opportunity to feedback on this proposal. This policy will be an important part of Wellington's transition to a zero-carbon future, and we look forward to seeing it enacted.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. Do you have any final comments about the topics raised in this submission?

Submission on Parking Policy 2020 8 June 2020 This submission is made by the Wellington District Council of the New Zealand Automobile Association (AA). 1. The District Council represents over 200,000 members. Although we are an organisation representing motorists all of our members are on occasions pedestrians and an increasing number are cyclists. 2. Our Council has carefully considered the proposed Parking Policy 2020. 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. We note that private parking operators are already offering discounts on parking of up to 25%. 3. Due to more people permanently working from home we predict that congestion in Wellington and other major cities will lessen as a result of Covid-19. As the long-term effects of the Covid-19 pandemic on traffic movements are unknown, we recommend that no decisions on parking changes be considered until we have been in Alert Level 1 for a minimum of 3 months. 4. We consider the Council's overall parking strategy is not clear. 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. 5. If WCC propose to significantly reduce on-street parking in Wellington CBD they need to provide an attractive alternative if commercial businesses are to survive. Park and ride services are commonplace in many cities and are often free (e.g. Melbourne Tram). 6. Consequently we consider the parking plan for the CBD to be premature unless alternative arrangements are provided for shoppers such as park and ride. 7. We support measures to reduce bus travel times in peak hours to make using public transport more attractive. Removing the option of paying cash on-board buses should be at the top of any improvements and is common practice elsewhere e.g. Auckland. Also, legislation to force traffic to allow the bus back into the traffic lane is long overdue. Both of these measures should be introduced prior to introduction of further peak hour bus lanes. We thank you for the opportunity to make a submission on this important issue and request the opportunity to make an oral submission to Council.

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

Parking objectives WAKA KOTAHI NZ TRANSPORT AGENCY // 2 Waka Kotahi supports the draft parking policy objectives. This touches on many of the key objectives that Waka Kotahi would expect to see to guide the Council when it makes parking decisions. The point made about the most difficult trade-off being between immediate private/individual benefits and changes that benefit the wider community and community of the future is relevant. Change is hard and needs to be appropriately managed. There will be tensions and trade-offs between the application of the objectives (and principles) but they need not be mutually exclusive. For example, the objective to 'support business wellbeing' is complementary to 'support shift in type of transport used', which aims to facilitate mode shift. We suggest that the set of objectives could benefit from a more explicit objective around the opportunity cost associated with alternative use of the land: for example, 'consider alternative higher-value use of the land'. We recommend another principle aimed at providing user information: 'support users to be well informed of parking options' so that communication about the location, availability, prices, regulations and penalties associated with the use of parking facilities' is well-understood by the community. We also recommend consideration be given to an objective of 'support accurate pricing' where possible, and balanced with equity considerations, users pay directly for the costs of parking, to reflect higher demand for parking spaces, and consideration of the opportunity cost associated with the use of the land. We support the approach of introducing exponential pricing for the central city.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Parking policy principles Waka Kotahi supports the draft parking policy principles, noting that a priority order is not intended. In relation to Principle F, we note the point made about providing additional temporary parking to support the Let's Get Wellington Moving programme, and agree that this should be considered so as to manage the impacts on the community/businesses/residents whilst construction occurs, but in a manner consistent with the future intent and use of the area (rather than prolonging the change).

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

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Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Q13. **Council's Central City Off-Street Parking** **High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.** **To what degree do you think we have this correct for Council's central city off-street parking?**   *not answered*

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Parking space hierarchy Waka Kotahi supports the draft parking space hierarchy, which reflects best practice. It is excellent to see the priority afforded bicycle/micro-mobility at council parks, and sports, recreation and community facilities off-street parking, and on councils' central city off-street parking.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Proposed approach for pricing Council parking Waka Kotahi is supportive of the intent to adopt a demand-responsive pricing approach. However, to be successful, this will need to be accompanied by easy to use technology and promotion of the different pricing options in order to advise people what parking options are available. Success will depend on consistent communication. Offences and penalties Waka Kotahi notes that having the right tools to effectively manage on-street parking is a responsibility shared by central government as well as local government. As noted in the Policy Statement of Proposal, parking controls are set under bylaws, established under the Local Government Act 2002, and enforced through infringement fees. The infringement fees are set through the Land Transport (Offences and Penalties) Regulations 1999 administered by the Ministry of Transport. We appreciate that the Council is not able to set offences and penalties, and these are low, which means compliance is poor, costly and ineffective. Waka Kotahi has discussed this matter with the Department of Internal Affairs and with the Ministry of Transport. This matter is also identified in Keeping Cities Moving as a priority initiative. Waka Kotahi will continue to work with the Ministry of Transport to progress further work in this area.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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    1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Waka Kotahi NZ Transport Agency supports the Wellington City Council Proposed Parking Policy and commends the Council for its leadership in this area. Regulation and management of parking – both on-street and off-street (and private and public) will have a major influence on the success of Wellington urban outcomes. The proposed parking policy is a fundamental policy 'building block' to support the success of the Let's Get Wellington Moving programme and other urban development and transport improvements in Wellington City. It will help deliver on the 'transform urban mobility' step change outlined in Arataki (our 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system). These include the strategic priorities of safety, access, environment and value for money outlined in the current Government Policy Statement on Land Transport 2018 and those proposed in the draft GPS 2021. The longer-term direction is outlined in the Transport Outcomes Framework covering the transport outcomes of inclusive access, healthy and safe people, environmental sustainability, resilience and security, and economic prosperity. Given the growth anticipated in Wellington City, good management of parking is especially important as: • Intensification and increases in travel will create stronger demand for parking • Private parking stock may reduce, putting more demand on public parking • As communities place greater value on public transport, and high-quality pedestrian and cycling environments, areas currently used for parking will be repurposed and the remaining parking spaces will need to be efficiently managed. Getting the balance right – the right amount of parking, in the right place, and at the right time, is important in order to realise the benefits of better parking management. Balancing the different variables that contribute to good parking management is easier with: • a master plan that clearly articulates the desired urban form and amenity goals •

an access plan, including network plans, that articulates the public transport and active mode goals for the catchment, as directed by RLTP objectives • an understanding of the daily and annual 'resource cost' of providing parking • consideration of the relevant national and regional level directives • integrated consideration of the rules/regulations applicable to private parking resources • consideration of the one of the core roles of local government: the provision of public goods We note these best practice considerations have been factored into the parking policy review, and that Planning for Growth and Let's Get Wellington Moving work to date (including the development of a Movement and Place Framework), deliver on the first two considerations. We also wish to acknowledge the wealth of information contained within the proposed parking policy documents and the comprehensive way the system issues are discussed throughout. Area-based planning approach Waka Kotahi supports the proposed approach to area-based planning for suburban centres to ensure a joined-up approach between managing the on and off-street space for pedestrians, active and public transport, and vehicles. We want to highlight the importance of taking a coordinated approach to the management of issues, including enforcement action for illegal parking on footpaths. This is important not only for enabling safe access for people walking, but also to enable sufficient access for emergency vehicles. Proposed approach for outer residential areas – park and ride Waka Kotahi notes the challenges captured in this category eg, overspill from off-street parking facilities such as park and ride, and the challenges this presents for residentials but also for essential services such as emergency vehicles and buses, where poor parking of cars can make the road impassable. Waka Kotahi supports the designating of these roads key transport routes and Council's proposal to encourage new development in existing suburban areas to support a reduction in car use. The discussion of park and ride on pages 46-47 discusses the 13 railway stations within Wellington City, notes that the Greater Wellington Regional Council (GWRC) manages these and will be reviewing its park and ride policies as part of the next review of the Regional Public Transport Plan. Although with a growing population there is increasing demand for park and ride facilities, just like onstreet parking, there is limited space to provide more, and that space often has other and higher value uses (particularly in the outer residential areas where houses are close to park and ride facilities). Waka Kotahi is supportive of GWRC's signalled intent to over time add additional park and ride management tools to help manage demand and would be supportive of adopting a user hierarchy (eg, bike parking, mobility parking, car share parking). WAKA KOTAHI NZ TRANSPORT AGENCY // 3 However (whilst formally outside the scope of the parking policy), we recommend you consider what complementary improvements could be made to encourage more people to access the 13 stations in your City by foot, bike or other mobility device. This would be consistent with the focus area proposed in the draft Wellington Mode Shift Action Plan, and the direction of the Wellington Regional Growth Framework to improve multi-modal access at railway stations and bus hubs. Waka Kotahi would like to work with you (and other partners such as GWRC) scope the development of this activity for the next 2021 Regional Land Transport Plan. Implementation considerations Waka Kotahi supports the proposed approach to implementation of the parking policy, including the triggers such as Let's Get Wellington Moving delivery timeframes. Work underway as part of LGWM (including on Travel Behaviour Change) will help inform the implementation timing for the programme overall, including how implementation activities may be sequenced to help drive behaviour change, and support an integrated area-based approach in particular locations. We also encourage the Council to make use of the Talking about Urban Mobility Guidance to assist with developing and communicating the shifts required. Conclusion In conclusion, Waka Kotahi supports the proposed parking policy. Adoption and application of the policy will be central to the success of our joint Let's Get Wellington Moving (LGWM) partnership with Greater Wellington Regional Council, reducing space more cars, giving people more travel options, and enhancing the liveability of Wellington City and achieving regional mode shift objectives.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. **Do you have any final comments about the topics raised in this submission?**

my name is Alex Litherland. I'm a resident of Wellington and here's my submission for the proposed parking policy for Wellington. 1st and foremost: It's definitely heading in the right direction. Thumbs up, good start. In one word, we can generally SUPPORT this new parking policy. Not "strongly support", but not "neutral" and definitely not "oppose". It's a generally good foundation. 2. Implementation is everything. Implementation will be where council shows this policy is worth anything more than the paper it's written on. It'll be really hard, often expensive, and we want to see resolution and fortitude from council 'cause this is important. We'll back you. 3. Embrace all the ways to change our behaviour. Give us carrots as well as sticks. Reframe the discourse and the tools away from "rights" to drive and park. Reward and privilege travelling sustainably. Buffer any effect that'd deepen inequality. 4. Don't force people to provide parking No city should have minimum parking requirements if the rest of its land use and transport system is roughly right, so phase these out ASAP. They suppress natural ingenuity and efficiency and skew the market badly. 5. Embrace and enable the better kinds of parking, de-prioritise the rest. e-carshare, micromobility, bike parking, sustainable delivery and logistics vehicles and so on should be privileged and prioritised more. Because they are helping us transition away from the old unsustainable model of living and moving people and stuff. 6. Couple parking much more firmly to landuse. Outcome-based, landuse-based concepts like 20-minute neighbourhoods, active school zones, healthy streets, and social catchments are invisible. Yet they should be powering this policy, and enabling developers', landowners', designers' and businesses' ingenuity to deliver them. Thanks for taking my submission into consideration.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

4.5.3 Proposed parking management tools for the central city Although it is not a Northland specific problem, proposed parking management tools for the central city will directly affect Northland residents seeking to shop, meet or attend functions in the city centre, or just to clear their post office box. We make the following general points. 3. CVRA supports any approach to management of demand for parking in the central city that would be agile to respond both in price and parking restrictions to enable people to access parking when and where it is needed. It is uncertain that the metrics and interventions being proposed deliver that agility. There are profound distinctions between occupancy, turnover and duration that are insufficiently distinguished in considering the parking management issues for existing pay-by-space parking for four-wheeled vehicles. 4. High occupancy with high turnover and short duration would be meeting the need of a large number of people to access parking when and where it is needed; high occupancy with low turnover and long duration would be meeting the need of a relatively smaller number of people to access parking. High occupancy is, therefore, a less critical metric than turnover and duration of stay. For much of the existing pay-by-space parking for four-wheeled vehicles in the central city, the duration of stay is already restricted to two hours, ensuring that any proposed parking management tool based on introducing exponential pricing after the first three hours would be generally irrelevant. 5. If the object is to meet the parking needs of the largest number of people while encouraging a shift to active modes or public transport, parking management should seek high occupancy with high turnover and short duration. To achieve this, exponential pricing would be an effective tool only if applied from the outset of parking, and from a relatively cheaper rate for the first tranche rising on an increasing scale for each subsequent tranche.

Q17. 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

4.5.5 Proposed parking management tools for city fringe and inner-city suburbs 8. CVRA has a direct and immediate interest in proposed parking management tools for city fringe and inner-city suburbs. The parking policy proposes a two-stage approach, with changes based on the severity of the parking situation, where the initial response is to manage demand by making changes to any existing residents' parking scheme or coupon parking scheme. Residents' parking schemes prioritise residents to park on the street, and generally result in high occupancy, low turnover and long duration parking behaviour. Coupon parking schemes allow commuters to park close to the city relatively cheaply and are inherently incompatible with the proposed new Transport Strategy 2020–2050, currently in development, which aims to move more people with fewer vehicles by prioritising walking, cycling and public transport over other forms of transport. 9. The initial response of the proposed parking policy would involve reducing or removing coupon parking in zones where it conflicts with residents and applying the parking space hierarchy priorities for the city fringe to reallocate the parking spaces for active transport and low carbon vehicles. CVRA supports the removal of commuter/coupon parking schemes in this situation, but submits that residents need must also be considered in any reallocation of parking space, as set out in the hierarchy. 11. The parking policy proposes, as its second-stage response, a new scheme based on a short stay (P120) approach with "resident exempt" permits for eligible residents to enable short-stay visits for tradespeople and visitors while discouraging commuter parking in conflict with residents. While we consider that there are a few streets in Northland that may require a residents parking scheme of some level, we are concerned that this scheme would be administratively complex.. Although CVRA 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 12. We would also note that 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.

Q20. **What deters you from using public transport?**
Please select all that apply.

Q21. **What prevents you from walking, cycling or**
using other forms of active transport? Please
select all that apply.

Q22. Do you have any final comments about the topics raised in this submission?

CVRA represents the residents of, primarily, Northland, extending north to Wilton and along both sides of the Kaiwharawhara Stream valley beside Curtis Street. This area, as a city fringe suburb, has a number parking issues. It is noticeable that they have become more evident In the last couple of years. These issues include: • An increase in week day parking by commuters, who either walk to the city or catch buses in the area centred around the Northland and Karori tunnels. Streets particularly affected are Northland Road, Northland Tunnel Road and the southern part of Curtis Street. This has been particularly noticeable since the changes to the bus network were introduced. • Some narrow winding roads that have many houses with no off-street parking – resulting in them being reduced to single lane. It is already a problem in some streets in Northland for collection or delivery trucks or large vans to transit, and there is a persistent concern that an emergency vehicle could be impeded. • High demand/short turnover for parking at Northland Village, which is also a key bus route and where the bus stop is in the centre of the Village. Northland has 5+ food takeaway outlets and high demand times are particularly Friday and Saturday evenings, for direct users as well as delivery cars (given the increase in meal delivery usage). Garden Road is a particular example where a number of these issues coalesce. It is narrow and winding, with little off-street parking, high parking demand for tenanted properties, and is used in the evening as a "short-cut home" particularly by those trying to avoid the tailback at Glenmore/Kelburn Viaduct. About three years ago CVRA representatives walked the road, accompanied by Councillors and Council Officers, pointing out pinch points where no-parking lines were required. Only some of those were implemented, and we now have cars parking on corners where there are no dotted lines, forcing ascending vehicles into the oncoming lane at blind corners. It will need further intervention, but should have been done all together at the time. We agree broadly with the priority city fringe areas and we agree broadly with the objectives of the proposed Policy. The submission is made under the respective headings within the Statement of Proposal. Submission 4.4 Proposed area-based approach 1. CVRA welcomes an integrated approach (area-based plan) for the management of parking, as it has already had need to engage with Council officers around issues of unsafe or illegal parking on Northland streets. The commitment to development of area-based plans in discussion with local communities is strongly supported, as this will offer the Council both local knowledge of issues and greater local buy-in of the solution. CVRA would be concerned if the timing for developing and implementing each area-based plan was wholly reactionary, however, as any piece-meal roll-out of enhanced parking management will generate a bow-wave of new parking problems in adjacent areas. Northland already has experience of such spill-over from more restrictive parking nearer to the city centre. Therefore, the plan needs to look at the whole area – considering parking and speed limits, as these are often connected. 4.5.2 Proposed parking management tools for key transport routes 2. While CVRA supports a parking management approach that ensures that on-street parking does not impede vehicle movement on key transport routes, care is needed to avoid displacing on-street parking from wider corridors onto narrower residential streets, to generate conflict with residents and impede vehicle movement there. An example is the increase in commuter parking on Curtis Street, and the roads on the Karori-side of Northland tunnel. This impedes the buses and reduces visibility for other road users making negotiation of already challenging intersections more difficult. CVRA could not support an approach that treated the parking space hierarchy simply as a cascade, clearing key transport routes and choking the side streets; any area-based plan must assess the impact on the wider network and seek to avoid creating a parking issue where it does not yet exist. 4.5.4 Proposed parking management tools for suburban centres 6. CVRA supports improved management of parking within suburban centres but considers that, particularly in the case of Northland, proposed parking management tools should be developed as an integral component of an area-based plan. 7. For Creswick/Northland Village, which is an active local retail destination and important community hub for services, active mode routes to and from the central city and public transport connections, demand for parking is high at specific times (usually lunch time and early evenings), but turnover is high and duration of occupancy is low. The principal parking management issue is non-compliance in the form of double-parking or parking on footpaths or across entrances. Time limit restrictions and active enforcement are likely to remain the appropriate management tools. This submission is on behalf of: Creswick Valley Residents' Association

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Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Thank you for the opportunity to make a comment on the 'Smarter Ways to Manage Parking' proposed Parking Policy. We have a few high level comments we wanted to make. 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 the issue of mobility parking given more visibility. 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. Attached for your information is a copy of a submission we recently made to the Ministry of Transport on the 'Accessible Streets' Package of Proposed Rules Changes. It (and the references it makes) discusses some of the principles underpinning disability and mobility and use of different transport modes. (refer to email). Thank you again for this opportunity and happy to discuss further if useful. | Kaitātaki Te Tira Taunaki Kaupapa New Zealand Human Rights Commission |

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not answered

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not answered

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not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. 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 then 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.To what degree do you think we have this correct for residential areas?

not answered

Q12. Council Parks, Sports, Recreation & 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

not answered

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

First, I'm broadly in agreement with the policy direction. Implementation However, it's the implementation that will evidence its worth , or otherwise. There will undoubtedly be push- back from some quarters, some of it very vocal, and the council will have to weather that and stand its ground. Changing our behaviour. People need to be encouraged to understand that parking in public space, even outside your residence, is not a right. All citizens, not only car owners, have a right to public spaces, and it's the council's role to manage people's expectations to meet the need of all citizens. Encourage and support and enable the better kinds of parking, and de-prioritise the rest. e-carshare, scooters, mobility scooters, bike parking, sustainable delivery and logistics vehicles and so on should have the highest priority. Petrol/diesel fueled private cars the lowest. Parking should be closely linked to land use. Outcome-based, landuse-based concepts like 20-minute neighbourhoods, active school zones, healthy streets, and social catchments are invisible in this policy. Yet they should be powering this policy, and enabling developers', landowners', designers' and businesses' ingenuity to deliver them. Frances Cawthorn.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

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Q9. **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.To what degree do you think we have this correct for suburban centres?**

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Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

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Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. **Do you have any final comments about the topics raised in this submission?**

Please find enclosed in this email my submission to the parking policy review. 1. It's heading in the right direction. I can generally SUPPORT this new parking policy It's a generally good foundation. 2. Implementation is everything. Implementation will be where council shows this policy is worth anything more than the paper it's written on. It'll be really hard, often expensive, and I want to see resolution and fortitude from council 'cause this is important. People will support you in the community and on the ground. 3. Embrace all the ways to change our behaviour. Give us carrots as well as sticks. Parking is not a right. Reframe the discourse and the tools away from "rights" to drive and park. Reward and privilege travelling sustainably. Buffer any effect that'd deepen inequality. 4. Don't force people to provide parking No city should have minimum parking requirements if the rest of its landuse and transport system is roughly right, so phase these out ASAP. They suppress natural ingenuity and efficiency and skew the market badly. 5. Embrace and enable the better kinds of parking, de-prioritise the rest. e-carshare, micromobility, bike parking, sustainable delivery and logistics vehicles and so on should be privileged and prioritised more. Because they are helping us transition away from the old unsustainable model of living and moving people and stuff. 6. Couple parking much more firmly to landuse. Outcome-based, landuse-based concepts like 20-minute neighbourhoods, active school zones, healthy streets, and social catchments are invisible. Yet they should be powering this policy, and enabling developers', landowners', designers' and businesses' ingenuity to deliver them. Thanks,

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Thank you for recognising the impact the proposed changes to the Wellington City Council Parking Policy could have on our people and giving us the opportunity to contribute to the decision making process. We acknowledge that some of the changes proposed will have positive health impacts through increasing active transport and potentially decreasing air pollutants associated with car use. Capital and Coast District Health Board (CCDHB} is one of the largest employers in Wellington, with approximately 4,000 employees based at the Wellington Regional Hospital Campus either full or part time. Another 2,000 employees are based at our other sites or in our communities. We recognise the impact that our people have on the transport network, including road capacity, public transport use and demand for active transport links. CCDHB also operates the major tertiary hospital servicing over 600,000 people in the lower North Island. Patients and visitors to our sites place additional demand on local and regional roads, public transport and parking facilities. High quality transport networks, including parking facilities are an important part of health accessibility particularly for those with mobility issues. There are four points that we feel are important to consider. Public Transport from Wellington Train Station An efficient and effective public transport network is required to support the principals and outcomes set out in the draft parking policy. We agree with the principles of encouraging commuters out of cars and prioritising active and public transport modes. There are significant capacity and time constraints between the Wellington Train Station and Wellington Regional Hospital at peak times. Feedback from our staff on public transport often highlights that issues on this leg of the journey and the difference in travel time between a bus and a private vehicle result in a decision to use a private vehicle as opposed to public transport. An efficient and effective link between the Wellington Train Station and Wellington Regional Hospital would be a key enabler. Solutions may include bus priority lanes between and/or train station or light rail stop at the Hospital. CCDHB supports improving the incentives to use public or active modes as there are positive health impacts in making the switch to these from a private vehicle. Increasing the incentives for using these modes should happen prior to disincentives for using private vehicles. It is also imperative that viable options/alternatives are available. Existing parking pressure in Newtown and on the Wellington Hospital campus Wellington Regional Hospital does not currently have the capacity to provide parking for all of the staff, patients and visitors who travel to our facilities. CCDHB currently has a waitlist for a staff parking permit of around 400. Travel surveys completed in partnership with Greater Wellington Regional Council indicate that only about half of staff who travel by car park on our site. We estimate that between 600- 800 staff park in the surrounding suburbs of Mt Cook and Newtown. We acknowledge the impact and disruption that this overflow may have on our residential neighbours. We also support changes being made to reduce this impact and provide further incentives for commuters to use public or active transport modes. We believe that these changes should be made with long lead times and include behaviour change campaigns as well as infrastructure investment to support alternative modes. Due to existing parking demand not being met by current DHB supply, we do not support the reduction or removal of parking in Newtown until alternative options have been improved between Wellington Train Station and Wellington Regional Hospital. We also encourage wee and GWRC to work together to introduce additional early and late services to meet key journeys the hospital. This investment will dramatically improve the viability of public transport for our staff, patients and visitors and provide real alternatives to private vehicles. Impact on Shift Workers Due to the nature of our work, many of our people are not able to use the public transport network as it currently operates. There are challenges with timing and reliability. The first and last available services are not feasible for shift workers with early or late start/finish times. The use of parking rules, availability and pricing to influence travel demand management and mode shift efforts should consider the impacts on shift workers who do not travel at peak times and who are not currently well served by public transport or other alt ernatives. Equity and Just Transition Increasing parking prices or decreasing availability will affect the most vulnerable more than those on high incomes and in good health. Consideration should be given to ensuring that changes to parking policy do not disproportionately affect those with health issues or on low incomes. GM Support & Delivery

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

Parking Objectives Living Streets support the parking objectives but recommends the following objectives are included: - Support safe movement and pleasant places Our 70% of public space that are roads include footpaths and pedestrian spaces which are used as the social gathering places of Wellington citizens. Roads include footpaths that are places for community as well as pedestrian movement and this needs to be reflected in the objectives. This is a key difference from existing transport policy. - Support access for all This should read as though it does include all people while identifying particular groups who have particular access needs. It is not clear whether this is access to car parking or access to spaces with well managed parking, for example footpaths clear of vehicles so children can easily and safely walk to school.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Guiding Principles Principle A Iterative changes to move towards the parking objectives identified is supported as a practical way to achieve the outcomes. Consideration of impact on parking fee revenue needs more guidance on how this is intended to meet parking objectives. What priority is given to revenue compared with meeting other objectives. It is unclear if parking fees are to be full cost including environmental costs. Principle B This principle only applies to decreasing Council managed parking and not an overall decrease in car parking provision which should be the goal. It should include all car parking. Principle C Please rephrase this to show that this is for those who require a car for mobility – not all disabled people can use cars, or older people, pregnant women or people with babies will want to use cars. WCC should prioritise support for walking, public transport and other active modes. For instance support for affordable family passes on public transport should be a priority. Principle D Pricing is an effective mechanism to manage parking demand in many situations (for instance, mobility parking is an exception). The principle that use of public space for vehicle parking is a priced commodity should apply consistently across the city. Principle E Local plans have the disadvantage that they may end up with many different approaches to parking management around the city. Principle F Living Streets strongly supports this principle to use what existing space we have well, rather than expanding parking space. This includes not using footpaths as parking space at all. Principle G Maintaining good information on parking space availability in the central city is a good idea and providing this information to users to more efficiently plan a trip. This service should be reflected in the price of car parking. Principle H Living Streets support good monitoring and alignment of Council business with objectives. This should be alignment in the wider context of transport outcomes not just car parking objectives.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

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urban design features, bus stops, residents
parks, then small passenger service
vehicles/taxi stands.To what degree do you
think we have this correct for Council's central
**city off-street parking? **

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Parking space hierarchy The safe and efficient movement of people and goods in vehicles along roads (bus lanes etc) is an appropriate highest priority in all areas. However movement is not the only function of footpaths and pedestrian areas – safe and efficient movement yes but also pleasant places for community activities that do not include movement, such as stopping for a chat. Living Streets seeks that footpaths are removed from consideration for parking of any vehicles including bikes. Priority for motorbikes, bicycles and micromobility are low and lower priority in many areas which encourages use of footpaths. This means valuable pedestrian space is used and causes safety issues and obstacles to be navigated with difficulty by more vulnerable pedestrians. We recommend motorbike, bicycle and micromobility parking has a higher on-road priority in all areas. Parks and other recreation facilities including off-street parking are not all about safe and efficient movement either. These places should support very low speed movement only which is not always equated with efficient movement. Living Streets strongly supports flexibility in allowing occasional parking for visitors, service and tradespeople to access places in controlled parking zones. One mechanism to achieve this is presented in the discussion. Residential streets EV chargers have been parked on footpaths in addition to the many other infrastructure and vehicle uses. Footpath space should be retained for pedestrians. Parking management tools The intervention logic should include as a first step to encourage walking, public transport use and push-cycles. A good database and monitoring of parking impacts and complaints would be required to target these tools. All inner-city suburbs should be targeted for interventions to increase walking and public transport use in the first instance, both of which have high mode share now and show potential to be even higher mode shares with sufficient support in the future. Combined with restricting commuter parking this would meet more climate and transport targets while alleviating parking pressures.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Pricing as a mechanism to control parking availability Pricing is shown to be an effective means to manage demand for parking and allow people to make choices about their trips and parking behaviour. However, pricing should not encourage vehicle users to park on the footpath, such as motorbike parking prohibited from paid spaces, or lack of facility for bicycle and micromobility parking. These types of vehicle usually have free parking.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Submission from Wellington Living Streets on Wellington Parking Policy Contact person: Ellen Blake Email: wellington@livingstreets.org.nz Phone: 021 106 7139 Date: 8 June 2020 General Thank you for this opportunity to submit on the Parking Policy. Our comments should be read in conjunction with submissions we have previously supplied on parking in October 2018 and August 2019. We support the review of the parking policy as a mechanism to progress issues around the allocation of public space; like many cities most, 70%, of accessible public space is the road. We commend staff on providing an informative discussion of the issues scoped. This is important to support an evidence-based approach to transport issues. Issues to address Scope There are significant omissions from the scope of the parking policy. The scope of the policy only covers a narrow range of parking availability similar to the current Parking Policy. 1 Footpath parking is not covered at all. There is a significant amount of on-footpath parking provided by WCC around the city for bicycles and now also micro-mobility. Using footpath for vehicle parking directly reduces the level of service and amenity provided to pedestrians. Clearly this reduces footpath space for pedestrians and encourages these vehicle users to ride on footpaths also. For example, bicycle parking has even been sited in the kerb build-outs for pedestrian crossings at schools, clearly a safety issue. Car parks and other on-road space should be used for all vehicle parking including bicycles and the new micromobility vehicles. This should extend to not 'parking' vehicle accessories on footpaths like parking meters, EV charging stations and traffic signs. This clutter makes many footpaths inaccessible to some people. 2 There is a significant issue with illegal parking on footpaths and the discussion on enforcement does not address this. This means that footpaths are often blocked or too narrow for ordinary pedestrian movements, and this has been exacerbated with Covid19

distancing. Motorbike parking on footpaths is common and there is no enforcement outside the central area (and often within the central area too). Some streets in Wellington have footpaths that are always used for car parking such as Ohiro Road in Brooklyn (there is footpath on only one side of this busy road and it is a walk route to school), and Adelaide Road in Newtown. Clearly the actual enforcement priority for pedestrians needs to match the policy. A simple change in this enforcement policy should be that any observation or complaint of illegal parking should be enforced, that is ticketed. The policy needs to be clear on the consequences of non-compliance. This can be enhanced by warranting more WCC staff to undertake parking enforcement when they see it – such as City Hosts. 3 Only 14% of inner-city parking is covered by this policy. The other 86% of parking is outside the scope and this makes any effort to manage inner city parking as a means to reduce climate emissions or meet placemaking and liveability objectives difficult to achieve. Covering the council managed on-street parking only addresses a small number of the issues and is a more operational type policy than the strategic overview required. 4 For the rest of Wellington all on-street parking is included but not off-street parking. The link to District Plan requirements is weak and the strategic direction for off-street parking is missing. For instance, use of land for parking leads to less affordable housing in residential areas, and lost opportunity near public transport stops. To advance parking management in Wellington the policy needs to provide a strategic direction and should cover all parking in Wellington: footpath parking; both on-street and off-street; public and private; and how the WCC managed portion fits into the overall strategy. Principles required are - Allocation of land to parking – no minimum parking requirements anywhere so valuable residential land is not taken by parking, an approach to parking at public transport stops so that this most valuable space is not used for free parking - Allocation of public space to parking so that there is equitable use of our valuable public road space - Reasonable expectation of how people can access their properties and use of the neighbourhood that is consistent across all of Wellington. This policy needs to include all parking and provide a clear direction of how it will be managed overall. This proposal clearly is a high level approach and should include this high level overview of all parking in Wellington. Transport hierarchy Living Streets has concerns with the redefinition of the transport hierarchy used in the Parking Policy to include electric scooters and other motorised vehicles in the same category as (human powered) bicycles. They are not active transport and should not take precedence over public transport. Electric motorised vehicles are similar to car-share and hire-vehicle users or motorbikes and should be included in one of those categories (page 10 Discussion document). Requirement for more area-specific plans to be developed Detailed plans for different areas will be required but we find it hard to see how this will be accomplished as it is a very time consuming approach both for staff, residents and NGO groups too. This could result in different approaches to parking in different parts of the city. Road users both in vehicles and on foot will benefit from certainty about how parking works overall. Good design required Removing parking space seems appealing at first glance but has well recognised downsides. Removing parked cars allows those driving through to speed up and removes the buffer pedestrians have between us and moving vehicles which decreases walking amenity. This phenomenon was noted with the reduction in traffic during level 4 lockdown that vehicle speeds increased. Parked cars provide an important barrier for pedestrians between moving vehicles and safe walking space on the footpath. This does not mean parking space should remain but that if parking space is removed safety for pedestrians on footpaths must be considered and alternative designs used to provide this – stormwater gardens, and other plantings can achieve this, as can siting all vehicle infrastructure on the road – like EV chargers, parking meters, road signs etc. Permeable car park spaces can also be used not only to improve stormwater management but to provide a slower speed safety zone before the footpath. Removing on-street car parking usually results in increased off-street provision which requires vehicle accessways across the footpath. The more driveways allowed results in reduced safety for pedestrians on footpaths. Good design and consistent application of policy and rules can go some way to mitigate this. An overall policy outlining this is required. About Living Streets Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places". The objectives of Living Streets Aotearoa are: • to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation • to promote the social and economic benefits of pedestrian-friendly communities • to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety • to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning. Living Streets Aotearoa - Kaituitui a Whanganui a Tara

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

Parking Priorities in the Residential Streets We support the high priority given to residents parking in the draft hierarchy for City Fringe and Inner City Suburbs such as Newtown. We also support the low priority given to commuter parking. Of course at present, with 83% of the parking in Newtown being free and unrestricted, commuters have just as much priority as the majority of residents. As has been dicussed before, there is a great deal of concern about the parking pressures in Newtown. Many cars from out of the area are parked here during the day while their owners are at work, either within Newtown, for instance at the hospital, or in the city – Newtown appears to have become an informal 'park and ride' destination for people catching buses to the CBD. In the draft Policy [Section 4.5.5] it is suggested that where there is severe parking pressure (as there is in Newtown) the existing parking scheme will be replaced by a new scheme based on a short stay (P120) approach with "resident exempt" permits for eligible residents. We have been advocating for this to be adopted so we welcome this proposal, although the details of where and when this is applied needs further discussion. In some situations this might be necessary 24 hrs, 7 days a week, and in others restrictions that apply during business hours only might be more appropriate. We also cautiously approve of car share parks being given high priority. We understand that the details of any parking plan will be be negotiated through area based planning so we expect that the balance of space for dedicated residents' parks and car share schemes will be worked out in that forum. We suggest that Newtown Avenue be considered as a suitable place for car share parks, and in addition suggest that EV charging stations for shared cars could be positioned here. This would give easy access for residents in the new apartments on the former Salvation Army site, which have no onsite parking of any sort.

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Residents' Parking Permits Unfortunately extending residents' parking and issuing more permits has its own complications. Even with the proposed priorites for issuing permits, essentially rationing Newtown Residents' Association Submission on Wellington City Council Parking Policy. June 8th 2020. 4 availablilty, there are likely to be more people wanting permits than parking places available. In a low income area not everyone will be able to afford the fee for a parking permit. This will become more of an issue if the fees increase as a tool for managing demand, as foreshadowed in Section 4.5.1: Proposed approach for pricing Council parking. If the residents' parking zones cover most of the residential area, residents unable to afford the permit fee or unable to get one because they do not meet the criteria for permit priority, would be left with extremly limited access to parking, and those who can afford it would have no guarantee of getting what they are paying for. We also submit that the hierarchy outlined for granting permits needs fine tuning. We would like to see more emphasis on permits being granted on the basis of need. The priority for mobility card holders is one aspect of this, but we note that the policy document acknowledges "…those who find active and public transport does not meet their needs, such as disabled people, older people, and parents with young children…" [Sec 1.1.1] and one of the draft Policy Objectives is to "Support access for all –– ensure disabled people, older people, people who are pregnant, and people with babies can access car parks throughout the city…" We would like to see a process for granting residential parking permits that reflects this objective. Possible solutions need to be worked through as part of the proposed area based planning.

Q20. **What deters you from using public transport?**
   Please select all that apply.

Q21. **What prevents you from walking, cycling or**
   using other forms of active transport? Please
   select all that apply.

Q22. **Do you have any final comments about the topics raised in this submission?**

Introduction The Newtown Residents' Association is the Incorporated Society representing Newtown and its surrounding suburbs. We are an active local group who take a keen interest in the community and local issues. We are concerned with maintaining and improving our area's liveability, connectedness and sustainability and working to make our community a thriving, diverse, great place to live. Submission Overview We support the principles and the proposed parking heirarchies for the different areas as outlined in the draft policy. We understand that the implementation of these policies will follow a process of area based planning so that the conditions can be tailored for local circumstances. Local area concerns This submission concentrates primarily on issues affecting the residents of Newtown and the surrounding area. We value a safe, affordable, attractive neighbourhood where everyone is welcome. Our streets and public places need to support this vision and values. Suburban Centre or Key Transport Route? In Newtown our suburban centre is also a key transport route. Riddiford St through Constable St to Kilbirnie and on to the airport is already a major trafffic route, and in future this could be added to if the light rail route to the Zoo and onwards is chosen. We note that very different parking priorities are proposed for key transport routes from those for suburban centres. The only high priority on a transport route is bus stops, while in the commercial and shopping precincts there are a range of priority uses including mobility parks, urban design elements, bicycle/micro mobility parks and short stay parks. Riddiford St and Constable St are at the heart of our Newtown community. The streetscape has been designed to ehance community connections, with median strips and pedestrian Newtown Residents' Association Submission on Wellington City Council Parking Policy. June 8th 2020. 2 refuges in Riddiford St a feature. The speed limit is 40kph, and we have been advocating that this should be reduced to 30kph. For many years the Newtown Residents' Association has been submitting, across a wide range of council policies and plans, that central Newtown should be a slow zone on the transport corridor in a way that keeps public transport in the traffic lane and preserves the amenities and local features that put people first. We would object strongly if 'ease of movement' for vehicles travelling through was prioritised over community placemaking for those who live, work and play here. We support appplying the parking hierarchies outlined for suburban centres to the streets of central Newtown. There are aspects of how these are implemented that should be discussed in area based planning, and we would like to be involved in this. As an addition to this, we would like to add an objective to the parking policy which makes it easier for businesses to get

consent to repurpose parking spaces which could be used for seating/dining/coffee drinking, where doing so would not infringe upon mobility car parks. A current attempt to get permission to do this has taken several weeks and still has no resolution, losing an opportunity to make Newtown streets more people-friendly at a time when this could have been very valuable to businesses suffering from covid-19 restrictions. Place and Movement Framework We note that the Draft Parking Policy [section 2.2.3] discusses having a Place and Movement Framework to guide decision-making by categorising the streets within different areas of the city. This is described as a tool that can complement the transport hierarchy and the parking space hierarchy. This seems like a useful way forward, so long as the framework is developed with a co-design process as part of area based planning. Mobility Parking We are pleased to see that mobility parks are given high priority in the Suburban Centre. Currently, users experience difficulty in accessing these when needed. We recommend extending the number of mobility parks in our Suburban Centre, and monitoring them more stringently. The draft gives only moderate priority in the hierarchy for mobility parking in residential streets, and this needs further consideration. There are local residents who are highly dependent on mobility parking and have no access to off street parking. Wellington City Council has assisted some of these residents by designating mobilty car parks outside their homes. This is a compassionate and practical approach to inclusivity for these members of our community and we would hope that this facility would be extended to others as the need arises. We also suggest that when someone is suddenly struck with a debilitating illness or injury the parking policy should allow temporary mobilty parking to be rapidly deployed, in a similar way that a building site, or road works, can cone off parking spaces for promptly required work access. Mobility Parking Permit cards can be rapidly issued based Newtown Residents' Association Submission on Wellington City Council Parking Policy. June 8th 2020. 3 on a medical certificate, but establishing residential mobility parks is a very slow process. A temporary set up using road cones while the permanent parking space is gazetted, consulted on and formally painted and sign posted following due process could be part of the policy. We also submit that these mobility parking spaces should be mapped online and sign posted in the street slightly differently by WCC. Currently there is no distinction between these spaces and short term public ones, when in fact they are part of the supported living arrangements for the mobility card holder in question. Area based planning We are aware that developing a Newtown Parking Management Plan has already been agreed, and the current expectation is that this will be developed hand-in-hand with consultation on the Newtown Connections project, planned for later this year. Our concern about this is that the timeframe for Newtown Connections is constantly being extended, and that when it does get underway the disputes over just where the cycle lanes will go are likely to be extended and difficult. We suggest that when the Parking Policy has been adopted there are a number of issues specific to local parking that should be discussed with the local community and residents, key employers, service providers and business stakeholders. This can be done independently of the larger Newtown Connections project. An example of this is fine-tuning of the proposed priorites for residents' parking permit eligibilty. Another issue is the involvement with key employers whose workers use on street parking. Wellington Hospital is the pre-eminent employer in the Newtown area, and the parking Newtown Residents' Association Submission on Wellington City Council Parking Policy. June 8th 2020. 5 pressure from Hospital employees taking advantage of the unrestricted parking in most of our streets is a source of major frustration for residents, and also for visitors to Newtown (including hospital outpatients and visitors). In the past CCDHB had a role for a Transport Planner, and we wonder whether reinstating this role would be beneficial. Certainly a transport plan for employees, including public transport arrrangements for shift workers, would be a step forward. We suggest including the Greater Wellington Regional Council in this area based planning discussion. We would like to get on with this as soon as possible. Thank you for the opportunity to make this submission. We would like the opportunity to speak to Councillors about it in the appropriate forum. Newtown Residents' Association. June 8th 2020.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

First and foremost: It's definitely heading in the right direction. Thumbs up, good start. In one word, i generally SUPPORT this new parking policy. Not "strongly support", but not "neutral" and definitely not "oppose". It's a generally good foundation. 2. Implementation is everything. Implementation will be where council shows this policy is worth anything more than the paper it's written on. It'll be really hard, often expensive, and we want to see resolution and fortitude from council 'cause this is important. We'll back you. 3. Embrace all the ways to change our behaviour. Give us carrots as well as sticks. Reframe the discourse and the tools away from "rights" to drive and park. Reward and privilege travelling sustainably. Buffer any effect that'd deepen inequality. 4. Don't force people to provide parking No city should have minimum parking requirements if the rest of its landuse and transport system is roughly right, so phase these out ASAP. They suppress natural ingenuity and efficiency and skew the market badly. 5. Embrace and enable the better kinds of parking, de-prioritise the rest. e-carshare, micromobility, bike parking, sustainable delivery and logistics vehicles and so on should be privileged and prioritised more. Because they are helping us transition away from the old unsustainable model of living and moving people and stuff. 6. Couple parking much more firmly to landuse. Outcome-based, landuse-based concepts like 20-minute neighbourhoods, active school zones, healthy streets, and social catchments are invisible. Yet they should be powering this policy, and enabling developers', landowners', designers' and businesses' ingenuity to deliver them.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Respondent No: 482

Name: Jonathan Coppard

Organisation: Cycle Wellington

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat unimportant

Q2. **Are there any objectives you think we have missed?**

Any objectives you think we've missed? 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.

Q3. **Is there anything else you would like to tell us about the objectives?**

Any other comments? The last objective of "Service Excellence" might be the least important. It's focused on investing in making paying for parking easier. We're not sure that's worth spending money on.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Anything else you'd like to tell us about the principles? We're concerned that the principle described in this survey "Make parking changes that are linked to improvements in the overall transport system. " differs significantly from the full text of the principle listed in the proposed policy. The full text states: 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. We have concerns about the validity of the submission feedback on this particular policy given the omission of the second part of the principle. The council makes revenue from its car parks and so currently has a financial conflict in reducing the number of car parks in the city. This principle should make sure that the council realises the true value of the land currently used for car storage, and explores other avenues to replace the lost income. Improvements to liveability, transport choice and public health benefit us all.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

14. Is there anything else you would like to tell us about the proposed parking space hierarchies? Overall we agree with the priorities for parking spaces as suggested. The movement of people and goods (cycleways!) is given the highest priority, but there are some issues. We don't think that on-street car parking (Short-stay, Residents, or Commuter) should ever be given high priority. This places on-street parking at the same level as bus-stops, and in many cases above mobility parking, EV parking, car-share, bicycle/micro-mobility parking or loading zones. This is counter to the council's own sustainable transport hierarchy and the parking policy objective of "Becoming an Eco-City" We have disagreed with some of the proposed priorities because of this. We would like to see bicycle and micro-mobility parking given high priority everywhere. Many Wellington houses are up loads of stairs that can make storing bikes at home difficult. Some cities provide secure, lockable neighbourhood bike storage and we think WCC should prioritise space for doing the same. We think motorcycle parking should be given higher priority. Motorcycles are not allowed to park in paid car parks, and the undersupply of dedicated parking results in motorcycles being parked on footpaths and bike racks. Opening up the use of car parks to more vehicles than just cars would help to reduce the dominant space subsidy that the council provides for private motor vehicles. Allowing vehicles like motorcycles, new electric mobility devices and bicycles (like cargo bikes) to park legally in paid car parks, preferably for free, would better align the use of space with the sustainable transport hierarchy and head-off future issues with storing larger transport devices on footpaths.

Q15. Do you agree with this pricing approach?   Yes

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

16. Anything else you'd like to say about it? 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 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.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street 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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

We think all of the suggestions would be good additions to the scheme, except for discounted exemption permits. Residents' parking is already 95% cheaper than market rates for car storage, so we shouldn't reduce prices any further. 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. We'd like to see the council lobby Central Government to allow aligning the price of Residents Parking with the opportunity costs of providing it, or alternatively change to a parking scheme that allows full cost recovery for the provision of public space.

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Long-awaited projects like Newtown Connections have been delayed for this policy, so we're happy to see it arrive. It prioritises space for people and movement, helping people get around on a bike comfortably and easily. Overall we support it but there are some areas where we think undue prioritisation has been given to parking cars. We would like to take the opportunity to speak to our submission at council. Thanks, Jonathan Coppard On behalf of Cycle Wellington

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Respondent No: 483

Name: Angela Mothwell

Organisation: Mt Victoria Residents' Association Inc

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

Parking Objectives MVRA support the objectives with the addition of a specific objective to: - parking management contributes to a reduction in climate change emissions

Q3. **Is there anything else you would like to tell us about the objectives?**

MVRA recommends the following objectives and would like to see them amended to: - Support safe movement and pleasant places Our 70% of public space that are roads include footpaths and pedestrian spaces which are used as the social gathering places of Wellington citizens. Roads are places for community as well as movement and should be reflected in the objectives. This is a key difference from existing transport policy. - Support access for all This should read as though it does include all people while identifying particular groups at most need of access – it is not clear whether this is access to car parking or access to spaces with well managed parking, for example, footpaths clear of vehicles so children can easily and safely walk to school.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

Guiding Principles Principle A MVRA support iterative changes to move towards the parking objectives identified. Consideration of impact on parking fee revenue needs more guidance on how this is intended to meet parking objectives. What priority is given to revenue compared with meeting other objectives. It is unclear if parking fees are to be full cost including environmental costs. Principle B This principle highlights the deficiency of the limited scope of the policy, which only addresses the 14% of central city parking that is council managed. This principle only applies to decreasing Council managed parking and not an overall decrease in car parking provision. It should include all car parking. Principle C As written, this suggests that access by walking or public transport is not a WCC priority for all. Please rephrase to show that this is for those who require a car for mobility – not all disabled people can use cars, or older people, pregnant women or people with babies will want to use cars. WCC should prioritise support for walking, public transport and other active modes. Principle D MVRA supports this principle, pricing is an effective mechanism to manage parking demand in many situations. The principle that use of public road space for parking is a priced commodity needs to be made very clearly. Principle E Local area based parking plans seem like a good idea until we realise that this Parking policy has taken over two years to prepare and get to this point. Local plans have the disadvantage that they may end up with many different approaches to parking management around the city. For example, only in Rongotai /Miramar is the resident parking scheme provided 'free' to residents. Residents in other resident schemes pay to use the public road space. The idea that we should pay to use public road space only applies to some places. Principle F MVRA strongly supports this principle to use what existing space we have well, rather than expanding parking space. This includes not using footpaths as parking space at all. Principle G Maintaining good information on parking space availability in the central city seems like a good idea, as does providing this information to users. This service should be reflected in the price of car parking. Principle H MVRA support good monitoring and alignment of Council business with objectives. This should be alignment in the wider context of transport outcomes not just car parking objectives.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Parking space hierarchy MVRA has concerns with the redefinition of the transport hierarchy used in the Parking Policy to include electric scooters and other vehicles in the same category as (human powered) bicycles. They are not active transport and should not take precedence over public transport. Electric motorised vehicles are similar to car-share and hire-vehicle users or motorbikes and should be included in one of those categories (page 10 Discussion document). MVRA agree that safe and efficient movement of people and goods along roads (bus lanes etc) is an appropriate highest priority in all areas. MVRA do not agree that movement is the only function of footpaths and pedestrian areas – safe and efficient movement yes but also pleasant places for community activities that do not include movement, such as stopping for a chat. Footpaths should not be used for any parking. MVRA seeks that footpaths are removed from consideration for parking of any vehicles including bikes. For example, in city fringe and inner suburbs it places motorbikes, bicycles and micromobility as low and lower priority, yet both of these user vehicles are currently allowed, even permitted, to park on footpaths in Mt Victoria. They take up valuable pedestrian space and cause obstacles to be navigated with difficulty by the more vulnerable of us. Parks and other recreation facilities including off-street parking are not all about safe and efficient movement either. These places should support very low speed movement only which is not always equated with efficient movement. In second and subsequent order priorities we assume that mobility means total mobility parking. Key transport routes Mt Victoria has several key transport routes - Pirie Street and the Hataitai bus tunnel - Number 20 Mt Victoria bus route up Hawker and Palliser Road - SH1 access through the Mt Victoria tunnel Access to parking for Wellington Boys College and St Marks School from Mt Victoria tunnel takes considerable road space - Consider use of one car lane on both sides of Paterson Street as parking for school drop off in morning and evening peak. This would have the advantage of calming traffic during these times and reducing the car congestion caused by cars merging into the tunnel and speeding out of the tunnel. This would release a lot of space to increase footpaths and bus drop off along Dufferin St. Central area Electric vehicle charging has a higher priority than resident parking in the central area yet they are likely to often be the same users. City fringe and inner suburbs Inner city suburbs and city fringe – priority for mobility parks should have the same priority as for car share vehicles. EV chargers were intended for use by residents so should receive the same priority as resident parking. WEGC and Clyde Quay School currently have parking issues at school times and like other schools need more effort to get students using public transport and walking to school. Residential streets EV chargers have been parked on footpaths in addition to the many other infrastructure and vehicle uses. Footpath space should be retained for pedestrians. Parks, sports and other community facilities Alexandra Road has many issues with car parking particularly around the SPCA and sports venues. These take up space along the road and make it less safe to walk. Commuter parking is uncontrolled but should be at least coupon parking. This area should be coupon parking and time limited. Off-street parking Pirie St children's play area already has issues with parking, with resident use and long term parking at times displacing children's ability to safely access the park.

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. Do you have any final comments about the topics raised in this submission?

The Mt Victoria Residents' Association Inc (MVRA) aims to improve the wellbeing of the residents in our neighbourhood in central Wellington through activities which include promoting the quality and heritage values of the built and natural environment of Mount Victoria and enhancing it as a place to live and visit. Mt Victoria has nearly 50% of adults walk to work mode share, with most other residents using public transport or working from home. Mt Victoria has a resident parking scheme covering most of the suburb. This is similar to other inner-city suburbs and the central city. We support a move to carbon neutral travel in the near future. We have been involved in Wellington's transport issues for many years, including the Let's Get Wellington Moving project to improve how people move through and about central Wellington for work, business and leisure. General The OECD report on environmental performance (OECD Environmental Performance Reviews: New Zealand 2017) is evidence that major efforts are needed to address serious shortcomings which our transport system must address: a. New Zealand's road transport emissions are the highest or among the highest per capita in the OECD for nitrogen and sulphur oxides, carbon monoxide, non-methane volatile organic compounds and CO_2 b. New Zealand stands out as one of the few OECD member countries that saw emissions of major air pollutants increase since 2000, with transport and industry the main drivers c. New Zealand's gross greenhouse gas emissions per capita and per unit of GDP remain among the five highest in the OECD, and have continued to rise, due mainly to road transport, the agricultural sector, manufacturing industries, and construction d. there has been insufficient development of alternative transport modes such as rail and public transport in New Zealand, and e. the mix of vehicle standards and taxes does not provide sufficient incentives to renew the vehicle fleet towards cleaner, more fuel-efficient vehicle technologies. The Productivity Commission's April 2018 report on a low-emissions economy notes when compared to other developed countries, New Zealand's vehicle ownership rates are high, public transport use is low, and the vehicle fleet is old with poor fuel economy. Transport is one of the main sectors where deep emissions reductions are both necessary and possible given existing and emerging technology. The MVRA urges this report is considered, particularly its recommendation that the Government put emissions-reduction goals more centrally in government transport planning. Area-based approach We note that the Policy sets out that private supply of parking will be considered in area-based plans but there is no policy guidance as to how this will happen. Illegal parking requires a city-wide policy approach it will not be sufficient to leave that up to residents to complain and not fair to those most affected by illegal parking. The needs of schools and early childhood centres should support the transport hierarchy and future we want and not some other default car parking hierarchy. The needs for future transport improvements should not hold up parking reform now. For example, waiting for the Basin Reserve long term design to be resolved should not prevent better active school access now. Illegal parking is a problem in Mt Victoria particularly of motorbikes on footpaths, and cars overhanging property boundaries and narrowing or obliterating footpath space (ie Melksham Towers). There are significant resources both for WCC and residents required to achieve area based plans. It is unclear how area-based planning will work and there are Wellington examples of one group of residents overturning the work of another in the same suburb with both moving in different directions. Will plans be developed on a policy and evidence basis or on what some residents want basis? Newtown seems to be a focus because of the complaints – do Mt Victoria residents need to complain more to get a plan in place? Is this a good approach to managing issues? There is an imbalance in occupancy and turnover in Mt Victoria as there are significantly more resident parking permits than resident space. MVRA would like to see this adjusted to match the demand more. Mt Victoria should not be a parking spot for out of suburb commuters or to provide parking for café patrons in the Courtenay Place area. The latter in particular is a health and safety matter, and safer means of travel should be encouraged. Parking management tools The intervention logic should include as a first step to encourage walking, public transport use and push cycles. A good database and monitoring of parking impacts and complaints would be required to target these tools. All inner city suburbs should be targeted for interventions to increase walking and public transport use in the first instance, both of which have high mode share now and show potential to be even higher mode shares. Combined with restricting commuter parking this would meet more climate and transport targets while alleviating parking pressures. We would like to be heard in support of our submission.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

PART 1: PROPOSED OBJECTIVES In principle, the Chamber supports the objectives put forward in the Parking Policy consultation, though with a caveat and an extension. • City amenity and safety; Safe movement; Access for all; Move to becoming an eco-city; Delivering service excellence and a safe working environment. o The Chamber supports these objectives. • Shift in type of transport used o The Chamber supports this, but we believe the focus should be on corridors, not modes. Each mode has a purpose and regardless of how good one option gets; it is not practical for every scenario. • Business wellbeing o The Chamber absolutely supports this objective. The business community has played a major role in the re-invigoration of the inner-city in the last few decades, and it will continue to play this role for years to come. We want Wellington to be a great place to work, shop, dine, exercise and live. For this the businesses that service the city must have a city that serves their needs. o Business wellbeing includes loading zones for servicing businesses. COVID-19 has highlighted the consumer shift toward home delivery and this will only continue. Loading zones must remain on key routes to service businesses. For example, Lambton Quay is often not accessible via the Terrace and it remains unclear what is planned for the streets running adjacent to the Golden Mile. If Council wishes to maintain the great business environment we have on key routes, they need to ensure that they can be easily serviced.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

PART 2: PROPOSED PRINCIPLES The Chamber supports all but one of these principles. • Make parking changes that are linked to improvements in the overall transport system. o The Chamber supports this principle and implores the Council to make decisions on 'improvements' data-driven. • Ensure that access to the city centre, Council facilities and suburban centres are inclusive and prioritises people who can't use active and public transport. o The Chamber supports this principle. • Parking is priced at a level that achieves policy objectives and is consistent with other transport objectives. o The Chamber supports this principle and will expand on our thinking for pricing later in this submission. Pricing should be dynamic and balance the policy objectives with the vibrance and usefulness of the city for all stakeholders. • Support local area-based parking plans where there is a need and community support. o The Chamber supports this principle. • Provide parking space availability information. o The Chamber supports this principle. • Align Council business operations with the parking policy and report annually on performance. o The Chamber supports this principle. • Manage the decreasing supply of Council-controlled parking by prioritising how space is used and who uses it. o The Chamber supports this principle. • Primarily focus the Council's role on prioritising existing space, not on increasing parking supply. o The Chamber does not support this objective. The Chamber encourages Council to increase its off-street parking supply and will expand on this recommendation later in the submission.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Key transport routes: The Chamber has some concerns about the level of information provided and seeks further clarification regarding the proposal for park prioritisation on key transport routes. Firstly, it would be helpful if both the consultation and the eventual policy specifies what the 'key routes' are – we note the wording in the consultation documentation "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". This is unhelpful. What one might consider a 'key transport route', such as Lambton Quay, Thorndon Quay, Taranaki St, Featherston St, and Kent Terrace all vary in their use, traffic volumes and level of importance. To give bus stops high priority, with everything else deemed a low priority (which Council has labelled as 'unlikely to be accommodated') is problematic, potentially short-sighted, and will more-than-likely result in poor policy implementation that does not serve the needs of our city. These are considerably vast routes, and bus stops will make up but a small percentage of the route that could be used more effectively For example, the Council has utilised 'no parking' signs during certain times of day to manage traffic demand, where this is appropriate this should continue to do so along these routes. We need to understand what this looks like for each key transport route, and how the route interacts with the activity around it. Secondly, as mentioned, these 'key transport routes' serve vastly different purposes. Lambton Quay has heavy foot traffic and provides workplaces, retail and cafes. Thorndon Quay has minimal foot-traffic with destinations, large retail and services. Willis and Taranaki Streets are lined by hotels, accommodation complexes, retail and hospitality. To treat these vastly different, and very important, transport routes as the same is poorly considered. For example, loading zones for retail businesses are exponentially more important on Lambton Quay than on Taranaki St given retail density, space restrictions and access considerations. The point can also be illustrated when considering Thorndon Quay vis a vis others given the nature of businesses along this route we must prioritise customers and delivery companies alike access to pick up beds, carpet and homewares. Finally, loading zones and short-stay parks need to be listed as a medium priority at the very minimum, particularly on the two listed key routes (Thorndon and Lambton Quay). Both corridors are lined with businesses, who rely on service vehicles for inbound and outbound goods. Even with hoped modal shifts, these needs will not change. The Let's Get Wellington Moving team highlighted in the Golden Mile consultation the problems with loading zone back-up on Lambton Quay, causing congestion. Removing or lessening the number of loading zones on these routes is likely to exacerbate the problem, not remove it. With sensible planning and control of when loading zones can be used, the transport system can flow effectively. This means providing ample space for loading zones. Short-stay parks (stated by Council to be up to 180 minutes) also play a very important role for the vibrance of the city. Such parks provide opportunities for people to pick up and drop off goods or people, do some shopping, go to a meeting or appointment. Such parks are important for the economy, the livelihood of businesses and the convenience of the city's citizens. Again, data-driven planning on timing means such parks can co-exist with bus lanes and more effective flow for our key transport routes. The Chamber firmly recommends that this approach is reconsidered, clarified, and amended. Having loading zones and short-stay parks 'unlikely to be accommodated' in these locations is of real concern given the imperative to support economic activity, and Council must be clearer on what the key transport routes are. Central city: In principle, the Chamber supports this proposal for park prioritisation, though with one important caveat. With short-stay parks and loading zones

listed as 'high priority', the Chamber expects that Council's actions reflect this. The recent proposals for Stout St, Victoria St, Hunter St and Featherston St are not, in no uncertain terms, treating short-stay parks and loading zones as a high priority. If the Council does not intend to treat these as high priorities, then the Chamber suggests greater transparency from the Council about such plans. Further, access to Lambton Quay – this is one very important road within a major network of roading, so any changes must ensure it is seen as part of the bigger picture. We know that each year about 3.5 million people get on and off buses along this stretch of road with over 500,000 of them getting on and off outside Farmers and over 578,000 outside David Jones. With this number of people using public transport along Lambton Quay there's no doubt that any suggestion removing access to it will have a serious impact on the retail businesses there, so we support public transportation along this route. The Chamber is also concerned about what happens to the parking spaces on the side streets between Willis Street and Parliament, and how vehicles would circulate should access to Lambton Quay close. We have been approached by member businesses who operate within this area, who are concerned about any changes to the status quo. We must emphasise the need for practical solutions. A solution also needs to be found around how deliveries to businesses would work, because most businesses along Lambton Quay do not have delivery access available from The Terrace. Suburban centres: The Chamber supports this proposal for park prioritisation. City fringe: The Chamber supports this proposal for park prioritisation. Outer residential: The Chamber does not wish to comment on this proposal for park prioritisation, as it is not within our domain. Council facilities: The Chamber supports this proposal for park prioritisation. Council off-street parking: The Chamber largely supports this proposal for park prioritisation, though wish to offer an adjustment and a suggestion. The Chamber believes that commuter parks must be given high priority status for off-street parking too. As previously discussed, Wellington still has major capacity and reliability issues with its public transport network. Until these problems are completely solved, a decline of commuter car parks – in conjunction with a swelling population – will lead to a much bigger transport, and subsequently economic, problem. Further, weather, work requirements, commute distance, and family schedules all contribute to these alternatives not being viable for many. The Chamber suggests that Council increase the amount of Council off-street parking in Wellington. We agree that cleaning up the streets, pedestrianizing and improving efficiency will be great for the city. This can all be achieved by providing space for people to park off-street. Further, it can provide an ongoing source of revenue for the Council to contribute to projects such as Let's Get Wellington Moving. As the city's population continues to grow, the number of cars on the road will not necessarily decline, even though the percentage of the population owning a car likely will. Personal vehicles serve a purpose, and they need to be provided space within the city. Why not make that space off-street? We suggest that the Council have commuter parks as a high priority for off-street parking and increase their off-street parking options. This will provide the Council with additional revenue as well as helping create greater pedestrianisation, cleanliness and flow for the city's streets. Dynamic and data-driven pricing can be used to ensure occupancy levels that meet the city's needs and ensure the smoothest possible multi-modal transport system possible.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

PART 4: PRICING APPROACH The Chamber 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 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.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

ABOUT THE CHAMBER The Wellington Chamber of Commerce (the Chamber) has been the voice of business in the Wellington region since 1856 and advocates for policies that reflect the interest of Wellington's business community, in both the city and region, and the development of the Wellington economy as a whole. The Chamber is accredited through the New Zealand Chamber of Commerce network. Through our three membership brands, the Wellington Chamber of Commerce, Business Central and ExportNZ, our organisation represents around 3,600 businesses across the central and lower North Island. Our organisation is one of the four regional organisations that make up the Business New Zealand family and is also accredited through the New Zealand Chambers of Commerce network. INTRODUCTION The Chamber welcomes the opportunity to submit on Wellington City Council's Parking Policy Statement of Proposal 2020 (Parking Policy) consultation. As a representative of businesses in the Wellington region, all of whom are impacted by the city's car park availability and wider transport system, the Chamber has a very real stake in the outcome of this consultation. As the city looks towards economic recovery post COVID with changing ways of moving, working, technologies, and lifestyles, the Chamber hopes that this consultation is an opportunity to support the very heartbeat of our city, our business community, to survive, revive, and thrive. OUR VIEW Wellington needs a more efficient transport system. As the years go by, the issues only become sharper in focus. We need major change and we need it to happen faster, particularly with the expected population growth. We support the intent of this consultation - how we allocate road space for parking and manage parking differently to support our growing population is absolutely critical. Wellington has a parking problem and limited parking options for a number or reasons, be it strengthening and construction work, earthquake closures, and the development of cycleways and laneways. Businesses are concerned about parking and access in the city. This is a common concern highlighted in our quarterly business confidence surveys. One recent comment, pre-COVID, was that 'with the significant loss of parking facilities, is making the city a very unfriendly place to meet in'. That's the last thing we want to be said of our city, certainly as we need to do all we can to encourage people back into the city post COVID. Solutions need to be found to ensure we're not exacerbating matters and closing off the CBD to recovering economic activity. The Chamber is concerned about access for users, and this needs to be a paramount consideration. The below table, provided in the policy consultation documents, reinforces what we anecdotally hear from members. While a better measure would be spaces to regional residents or indeed spaces to commuters, regardless it shows Wellington's current parking numbers are tight. Like the consultation documents states, the city needs to make better use of our limited road space while helping to reduce the city's carbon emissions. We agree this means moving more people using fewer vehicles; more public transport use, walking and cycling and fewer people driving and parking in busy areas. Acknowledging that are many competing demands for the CBD and city's limited street space, it is imperative that the primary focus of the Council's parking policy supports access to businesses who are located within the central city, allowing for customer access as well as servicing and deliveries to buildings. The Chamber is supportive transforming the way Wellingtonian's travel and the wider transport system, be this the reprioritisation of car parks, and in particular we support the greater encouragement and improvement of public transport use and pedestrianisation of parts of our city. However, echoing the issues we raised in previous consultations on these issues, we are remain concerned by the Council's approach. Firstly, Wellington's transport system must be dealt with holistically. Dealing with parking perceivably as an isolated issue will lead to poor policy outcomes, as it fails to recognise the wider impact. We note where this sits within the wider travel and transport system related documents that guide Council decision-making. However, it is the decisions made on parking policy that will impact on the effectiveness of the other parts, particularly where these are not sequenced correctly Secondly, we are concerned that until the bigger problems are addressed – such as increasing public transport capacity and reliability and improving corridor accessibility and flow – the blunt policy solutions recommended here, like the removal of parks, will only exacerbate current issues rather than resolve them. With a growing population and the city's most critical transport improvements still decades away, these comparably small changes could create a much bigger transport problem. If the city is to begin removing and reprioritising parks, we need the wider infrastructure improvements to be sped up, so we are not caught short as demand increases. Finally, we are concerned this is a pursual of a particular ideology than pragmatic policy solutions, given the Council's recent traffic resolution proposals on Stout, Victoria and Featherston Streets appeared to be 'policy by stealth'. Wellington cannot afford to take purely ideologically driven actions on our transport system. The Council has collected a great deal of information from their smart parking technology, summarised in the consultation background documents, and we believe that Council must use rely on this data – on demand, capacity and accessibility – to inform and make its decisions. There is no doubt the New Zealand experience is unique and indeed Wellington, given its geographical constraints, is certainly unique. We would urge Council come up with locally based solutions, rather than simply remove

carparks, or at the least as is perceived to be by the business community. The Chamber supports changes that will ensure the overall improvement of the transport network. However, Council must make decisions based on the balance of its impact to all stakeholders – walkers, cyclers, public transport users, drivers, businesses, school children, parents, service vehicles, tourism operators and more – and be mindful of the economic disruption and impacts. WHAT OUR MEMBERS SAY Before sharing our specific thoughts on the elements of this consultation, we wish to share the thoughts of our members. These comments help form our policy position and we trust that the Council will consider these comments in their policy process. It is important that we put on the record the direct feedback from Wellington businesses. It our members view is that finding a park in the central city is getting harder and harder. This is not just anecdotal feedback but is drawn from our regular quarterly business confidence survey. This is survey is regionally distributed, so attracts comments from businesses from all around Wellington region and Lower North Island. The feedback reveals that pre-COVID steadily growing concerns about the ease of access and the ease of doing business in the Central city. These comments are in response to a question on what members believe is holding the city, region, or their own business, back. Responses to this question were unprompted. These comments are taken from the three quarterly surveys pre-COVID lockdown. • "Getting around the city - still nowhere to put a truck to unload it. Constant enforcement of parking when no alternatives are provided." • "The lack of parking in the city as well as places to be able to pick up and drop off passengers." • "Parking to visit clients (not in a position to use public transport) and the one-eyed view of the Wellington City Council against cars which at the moment remain a necessity." • We need "Parking in the central city for short term parking (up to 4 hours) rather than the commuters - who stop those who need to visit the city." • "Lifting through-traffic out of the CBD by way of flyover or tunnels. Not implementing the mayor's plan for light rail and reduction of parking in the CBD. Naive projects." • "Although I am a cyclist, I find the anti-Motor car movement worrying, lack of car parking and deliberate restrictions on roading." • "Parking is a big issue - there is so little of it around." • "Lack of parking in Wellington and now the council is charging for parking on weekends. This significantly reduces visitors to Wellington and makes it uneconomical to open on the weekend." • "Parking to visit clients (not in a position to use public transport) and the one-eyed view of the Council against cars, which at the moment remain a necessity." • "Getting around the city - still nowhere to put a truck to unload it. Constant enforcement of parking when no alternatives are provided." • "Roading. The adverse effect of increased cycle lanes on traffic flow and the lack of parking in the city as well as places to be able to pick up and drop off passengers." The Chamber would support greater provision of mobility and "other" designated user parks but based on an occupancy that matches all car parks. Where space-by-space occupancy for these targeted parks falls below 50 per cent we would recommend a review. We understand "other" designated could mean parents with babies or click and collect shoppers, and this reflects a targeted approach to provide access and availability to the city which we note several businesses who themselves own car parks, have recently implemented. PART 6: CONGESTION CHARGING Finally, the Chamber reaffirms its support for congestion charging and/or other user-pays options to be introduced in the city. Wellington has several vital infrastructure projects on the horizon and needs all options on the table to fund them. A revenue source that simultaneously aids the easing of congestion can only be good for the city. Higher rates and/or cutting back on vital infrastructure is not acceptable when the city faces difficult transport, water and resilience challenges. Rates alone cannot get Wellington to where it needs to be, and the Chamber implore the Council to reintroduce the matter to Government, and advance discussions with the Opposition on the possibility of congestion charging and/or other user-pays options. CONCLUSION The Chamber is supportive of improving and encouraging public transport use, of greater pedestrianisation. A city that moves better is a city that is good for business and good for residents. We trust that Council will take on board the Chamber's feedback and suggestions and we look forward to further discussions about them. Kind regards, John Milford Chief Executive Wellington Chamber of Commerce

| Q23. | **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)** | Yes, I would like to submit an oral submission |

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Somewhat important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. **Are there any objectives you think we have missed?**

De-couple landuse from private motor vehicle parking requirements. all minimum private car parking requirements should be phased out. Rather than assuming parking is needed, decisions about whether land and building space are used for parking can be left to developers, within an overall planning framework that supports liveability and the sustainable transport hierarchy. Have a strong evidence base, from here and elsewhere. Evidence like SFPark is also so extremely compelling and should be a key pillar of the policy and – crucially – the comms about it. Don't let "we don't have Wellington data" be used spuriously to block change, where Wellington is in fact exactly the same as elsewhere. Also, we have a great head start on smart city infrastructure for parking, and should be doing trials especially to prime us ahead of LGWM change. 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.

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Neutral
Prioritise how Council-controlled parking is managed	Very helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Very helpful
Parking is priced at a level that achieves objectives and is consistent	Somewhat helpful
Support local area-based parking plans where there is a need & support	Somewhat helpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. **Are there any principles you think we have missed?**

Across all Council's avenues of influence (all tools, including communication and its own corporate practice) make best use of parking to change behaviour and achieve sustainable travel and liveable city goals. Driving and parking are neither a right nor an entitlement, and both the discourse and the policy tools need to stop perpetuating that framing. The Talking About Urban Mobility guide should be used for all communication. Where on-street private car parking is being provided in residential areas, prioritise parking for vehicles that best support mode shift and reduced car use. E.g. e-carshare and community travel vehicles, carshare (second priority), and private EVs (lower priority). Enable the proliferation of good quality parking infrastructure for sustainable vehicles. Enable the creation of secure, weather-protected parking for other forms of transport (e-bikes, bikes, mopeds, scooters, e-scooters etc) so all streets in both residential and destination areas have parking that supports good mode choice. Especially encourage use of parking structures that have a traffic calming, greening or placemaking effect too. The transition of parking management must help reduce inequality rather than worsen it. Car-centric transport systems and urban form already exacerbate several forms of inequality. Good change will be disruptive and painful so the "pain" of change should be borne more by those most able to bear it. This should be well researched and minimise the potential for concern trolling by public figures.

Q6. **Is there anything else you would like to tell us about the principles?**

"Support local area-based parking plans where there is a need and community support." Local area plans must be properly coupled to land use, and involve a solid process of dialogue so that community responses and engagement are grounded in genuine need rather than simply fear of the loss of the status quo. "Parking is priced at a level that achieves policy objectives and is consistent with other transport objectives"¬ – the objective here should be to make better transport modes competitive: public transport, walking, scooting, cycling. Equity retrofits will of course be needed and are really important, but the base price of parking and of public transport should both be transitioned to the point where price plays its full role in making public transport realistically competitive. Consideration could be given to explicitly using parking revenue to support improved public transport services, walking, biking/scooting and street amenity in order to create a clear transition path in the mind of the public. "Primarily focus the Council's role on prioritising existing space, not on increasing parking supply" – this principle should be stronger, in light of principle A, to highlight that the council's role is about decreasing the current overall supply of parking in the central city (and potentially elsewhere – e.g. at key recreation facilities) to a level that private car travel is playing an optimal role across the city. The Policy needs to be clear that there is currently an oversupply of parking and that people should expect to see less parking generally over time. As a minimum, the aim should be no new provision even as new development comes on line.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

Strongly agree

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Strongly agree

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Agree

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Disagree

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

Disagree

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

Disagree

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

Disagree

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

For all "centre" areas, Logistics and deliveries parking that's provided should give priority and better provision to sustainable and low-impact delivery vehicles (e-cargo bikes, small e-vans instead of lorries etc) than traditional logistics vehicles. District Plans and consents should be changed to prevent use of large vehicles (HGVs et al) except in the small hours when the fewest people are around. There are lots of neat and cheap innovations in this area overseas and we should use them. No more 18-wheelers coming into Tory St during the daytime! I note too that off-street loading zones within buildings provide a means of freeing up scarce corridor space for use by people, so suggest a more nuanced approach here. For all areas, I'd like to see parking provision firmly coupled to the desired movement modes for the landuses. For example, a landuse-coupled parking approach that enables 20-minute neighbourhoods instead of assuming "we're in the outer area, therefore residents' parking is a high priority". The current approach is tying Wellington into sprawl. Key transport routes: Agree with the caveat that movement and exchange need to be properly optimised on "key transport" routes that are also destinations, like Lambton Quay. In places like this, urban design features, and to a lesser extent bike/micro-mobility parks, can significantly improve the amenity and thereby vibrancy of a street and should have higher priority than the other types listed in here. On bus and other high-capacity public transport routes, parking must not impact peak time public transport function at all and ideally never. It's simply a daft tradeoff. City Fringe: I disagree because dedicated car share and bike and micromobility parking should be higher up in the priority list as they provide the most space efficient options for point to point transport alternatives vs. private car ownership. Residents' parking should be prioritised ahead of commuter parking but is not a higher priority than measures to reduce car dependence overall. Outer residential: Outer residential areas generally have a high degree of car dependence; a high priority needs to be given to provision for alternatives in key locations. This is part of creating the infrastructure for 20 minute "urban villages" and supporting increased density and low car-use neighbourhoods in key areas. Furthermore, it's bizarre that mobility parking should be a lower priority than residents' parking. These should at least be swapped, hence our "agree". I would like to see a land use-coupled parking approach that enables 20-minute neighbourhoods and doesn't assume "we're in the outer area, therefore residents' parking is needed". Council Parks, Sports, Recreation & Community Facilities: Recreation travel, sports travel and other non-commuter travel are key areas for public transport growth in Wellington. Provision of bus stops, and public bus layover need to be given high priority as part of supporting the sustainable transport hierarchy for non-commuter travel.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

● I agree in principle with pricing parking to meet demand, but the policy isn't strong enough. Parking supply and pricing must be strongly linked to the desirable movement for the nearby land use. I cannot emphasise this enough, and it applies to every single area type described above. The current descriptions are broad-brush and need to be focussed more tightly to land use, like the active travel catchment of schools. ● Council must lobby whomever in central government to clarify or amend the LGA such that council can charge to reflect the opportunity cost of on-street residents' parking. If cost recovery is to remain in the law, clarify so it can include recovering to the public the opportunity cost of the space. See Residents' parking section. ● A commuter parking levy is a sensible sounding idea: the new state highways being built and the new sprawling developments north of Wellington city centre (including in Wellington city) will impose a serious car-dependent pressure on Wellington city centre. We'll need all kinds of positive pressure to discourage commuting by car, and a levy is one tool. ● Minimum pricing for parking needs to be maintained to provide incentives for use of alternatives to the private; parking pricing must support the overall sustainable transport hierarchy and mode shift for the city's big outcomes rather than be seen simply as means of shuffling vehicles between high and low demand locations. ● ● Real-time pricing and space availability information should be very readily accessible, to minimise cruising. We should amp up the smart cities element of parking management to the maximum, but also ensure that really basic, low-tech information is provided too so no-one driving and looking for a park ends up cruising ● Council should have a clear eye on what outcomes are being sought, and which tools are right for which outcomes. Revenue-raising can cloud our judgment, and obscure the value of tools that achieve higher-order goals like emissions reduction.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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 12months (with a refund option if you move out of zone)

Introduce online application and permitting system

Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use

If a second permit is issued for the same household, the second permit is more expensive

Introduce discounted exemption permits for mobility permit holders and EV car-owners

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders

2. EV 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

5. Businesses located with the zone

6. New dwellings/homes built after 2020

7. All existing dwellings with 1 or more off-street space

8. Second permits

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Address equity issues using a solid evidence base Any changes to residents parking needs to avoid penalising people on lower incomes who rent, and may have limited choice about where they can find rentals. Such people are also more likely to have shift work and may also live in higher density households. Where people on low incomes own cars they are more likely to have raised loans to finance them. Furthermore, the council does not have good information about whether properties are single flat or multi-flat dwellings. A scheme which allocates permits on the basis of property rather than occupancy will tend to favour low occupancy dwellings over higher occupancy dwellings. There are several ways to address this, for example: ● Allocate permits per household as a percentage of occupancy, rather than equally across all households (e.g. households are entitled to have permit for 50% of adult occupants) ● Reduce the price for permits for tenants as compared with owner-occupiers ● Introduce income-based pricing for permits Any such policies need to be supported by good information and research. Transition to a better Resident Parking - Coupon Exemption system: Wellington needs to stop the expansion of resident parking zones and instead move towards more coupon parking exemptions for residents. This will provide more flexible and reliable parking options for residents in the area by allowing parking to be spread across the area. Residents with resident parks will still be able to park anywhere in a coupon parking spot as they can currently. To ensure that any new solution does not indiscriminately disadvantage existing residents (renters, workers etc) Council should do grandfathering into the system of existing users, at current prices for their resident and coupon exemption parking permits, for the period that they reside at that address. Going forward, I encourage all new permits issued to only be coupon exemptions, and be priced more closely to the existing coupon parking permit costs. For reference, a monthly coupon park is $2400 a year ($200/month). Presently, resident coupon exemptions are provided at $120/year, or a 95% discount. These coupon exemption permits make up 23% of the overall 'resident parking' scheme, yet the opportunity cost of these discounted permits was $3.9m in 2018. I encourage the council to provide newly issued permits at a price range of 30-50% discount for off existing coupon parking rates on a monthly basis. As this is not a resident parking scheme, but instead a 'concession for residents to existing coupon parking', the LGA shouldn't be a barrier. I recognise that this will raise questions of equity. This is understandable - any increases to parking are inevitably going to hit low-income households. Any such changes ought to factor in the proposals noted above, to address these. Further: 1) Proposed system does not affect any current residents: As all existing residents would keep their existing parking arrangements at the current prices, they will not be subject to any changes in equity. Obviously this may affect future residents in their decision to move to the inner suburbs which are currently subject to the resident parking schemes, but people will take that into account. I have many friends who rent in these areas and they're all very clear that parking was just one of many factors in their decision to move in there. If a new parking system was to be implemented, the cost of parking would be but just another factor among many in our decision to move, as it currently is if we choose to live in downtown where there is no resident parking provided at a discount. 2) The current scheme assumes that residents of inner city suburbs need cars: Wellington already faces the most expensive cost of living in New Zealand with transport (predominantly cars) being the third largest spending category after food and rent. Many residents in these areas already use or own micromobility vehicles, ride the bus, walk or use Mevo to get around, and mode shares of these are growing. I encourage the council to recognise that the residents of these suburbs do not view car-ownership as a necessity, and to focus on equitable transition in the context of these trends. 3) At present, council is foregoing significant revenue – providing a relatively low-cost residents parking scheme, coupled with the coupon-parking exemptions. If increased revenue is invested in supporting measures which enable a transition away from car dependence the increased prices are likely to be both more acceptable and more equitable. Rather than simply being seen as a rationing device, parking charges are then more explicitly tied to broader sustainability and equity objectives. With further densification planned in these areas that will enable better mass transit links and non-private car transport options, I encourage council to not let these arguments stop them from acting. Additional Parking for Micromobility/eBikes/Mopeds etc I'd also like to see encouragement of the development of micromobility parking infrastructure for bikes/scooters on-road - see earlier comments. Areas with residents' parking often don't have easily accessible and safe locations to store the burgeoning transport modes of e-bikes, scooters etc. Secure parking in the road corridor would be welcomed. Additional Parking for Car Share Companies I encourage the council to provide residents parking to e-carshare companies. One carshare park can replace up to 15 households' car ownership, so this is a really important way to help households transition off owning and running and storing their own car.

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport route has too many transfers

None of these, I use public transport regularly

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

None of these, I walk/bike/scooter regularly

Q22. **Do you have any final comments about the topics raised in this submission?**

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

Resident parking Zones There are three parking zones around Thorndon these being Clifton, Thorndon and Kelburn. The Central parking zone also impinges on Thorndon but this has no Residential parking. One of the anomalies with the multiple zones is that on the fringes of Thorndon where the zone boundaries meet, some residents are restricted in their ability to park as neighbouring streets can be in a different zone and it is not uncommon for residents to be ticketed for parking in an adjoining street only a short distance from their residence. The streets mainly affected by this are: - Killmister Ave, Collins Terrace, Patanga Cres and St Mary St which are designated to be in the Kelburn Zone - Selwyn Terrace and Portland Cres which are designated Clifton Zone. These streets are all in the Thorndon Postal Zone. - Hill St (Tinakori Rd end to bridge) and Hawkestone St. TRA Suggested Solution: The simple and logical fix here is to have these particular streets brought into line with the Thorndon Suburb boundaries and redesignated Thorndon for parking purposes. Coupon and P120 Parking Zones For Residents this issue relates to who should be allowed to park where and when around Thorndon; aside from resident parks there are also designated coupon parks, School parking restrictions, P30 and P120 parking all with different stipulations. These affect residents outside of working hours and at weekends when the majority of Thorndon Streets are under relatively light parking pressure. Many of the issues stem from the restrictions put in place to supposedly safeguard residents from stadium users when the stadium was built. The anticipated stadium usage and user habits have however turned out to be significantly different from the original assumptions and Thorndon has however been stuck with the legacy. We would like the parking times reverted back to the simple parking restriction in place prior to the Stadium construction and in line with the other similar inner- city suburbs. The signs below located in Hobson St and illustrate typical permitted parking times. The key contentious issues for residents are the Coupon/P120 restrictions which effectively prevent visitors parking in many areas over the weekend and evenings up to 9:00 PM without risking a ticket. Resident visitors can come from out of town to stay and have nowhere to legally park in the street for more than 2 hours during the day even though apart from Tinakori Rd the streets of Thorndon are relatively clear at weekends TRA Suggested Solutions: - During the week Monday to Friday the P120/coupon restrictions to be changed from 8:00 am to 9:00 pm to 8:00 am to 7:00 pm for all streets apart from Tinakori Rd and perhaps some adjoining streets near key shopping areas. Furthermore, the TRA advocated that this change be trialled for selected streets by means of a plastic overlay covering the existing P120 section of the signage. - For Saturday and Sunday, the coupon/P120 restrictions be removed. for all streets apart from Tinakori Rd and perhaps some adjoining streets near key shopping areas. Again, the TRA advocates that this change be trialled for selected streets by means of a plastic overlay covering the existing P120 section of the signage. - School parking restrictions to remain unchanged.

Q20. **What deters you from using public transport?**
Please select all that apply.

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

General This submission on behalf of the Thorndon Residents Association (TRA) reiterates the main parking issues we identified for our suburb in our initial response dated July 2019, and is made after further study of the viewpoint raised in the WCC "Parking Policy 2020 Statement of Proposal" issued March 2020. Our submission 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. Additional to the competition between residents, commuters and shoppers identified in section 3.1.2 of the document, inner city suburbs such as Thorndon have legitimate additional parking pressure from visitors, services and trades to find parking in relatively close proximity to their residences. We understand the council document is aimed at setting strategic priorities and policy, however we are keeping our comments specific to the main parking issues the TRA have identified for the residents of the suburb of Thorndon. As such our submission slots into section 4.5.4 "Proposed parking management tools for suburban centres, stages one and two. Aside from the ongoing crossing, parking space and traffic congestion issues around Thorndon, there are two priority parking issues for the Thorndon community that the TRA have been trying unsuccessfully for many years to get the council to resolve and have effectively been stonewalled. These are issues with firstly street zoning for Resident parking, and secondly the problems related to the coupon parking and P120 restrictions in the suburb. We consequently restrict our submission at this forum to these two major local issues rather than try and resolve the myriad of more minor traffic problems that are regularly brought to our attention. Submitted by Trevor Glogau on behalf of the Thorndon Residents Association

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Respondent No: 487

Name: Michelle Rush

Organisation: Environmental Reference Group

Q1. **How important are these objectives to you?**

Support shift in type of transport used	Very important
Support safe movement	Very important
Support business wellbeing	Very important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Very important

Q2. Are there any objectives you think we have missed?

3. Include an additional objective: Parking is costed to reflect the value or 'opportunity cost' of urban space. Reason: Wellington streets are space-constrained. Parking is space-intensive. Donald Shoup, an international authority on parking, has amassed a considerable body of research that shows how a failure to reflect the opportunity cost of urban space allocated to car parking has distorted transportation choices, led to poor urban design and damaged city prosperity. To its credit, WCC has already taken steps to address some of the issues Mr Shoup describes, e.g. the removal (some iterations ago!) of minimum parking requirements for the central city from the district plan and charging for public parking both on-street and off-street. Further changes, to remove the link between parking requirements and land uses will be needed if we are to realise more affordable housing, enable businesses to establish with more ease, and support the shift to more sustainable transport modes. Inclusion of this objective, we believe, will help achieve this as it underpins the core tenets of the proposed policy (a parking hierarchy that supports the sustainable transport hierarchy in the Te Atakura, and a responsive pricing model), and provides the necessary transparency that will benefit city ratepayers and businesses, and the 'true' market signals that will benefit developers. 4. Include an additional Objective: Support a convenient and efficient parking experience through pricing parking to ensure optimal use. Reason: Parking hassles annoy any driver. In a space-constrained city with other transport options, not finding a park on the street or in a WCC off-street facility, is a signal that parking is priced too cheaply for the value it is providing, thus creating hassle, inconvenience, congestion, increased greenhouse gas emissions and other issues that are traversed in Section 3 What is the parking problem? of the proposal. A sensitive pricing regime, coupled with the parking hierarchy this policy provides, has the benefit to make a very positive difference to Wellington city through increasing parking turnover and ensuring that it is optimally used. WCC has a real opportunity to transform the parking experience for drivers through using its already-installed sensor technology to the fullest in running an effective demand-responsive priced parking model and linking this to signage and real-time information for drivers. The evidence of the benefits to everyone of this approach is overwhelming. We provide examples from just two – Auckland (a NZ experience), and San Francisco (a hilly city). "In 2012, AT [Auckland Transport] completed a review of parking in the city centre and found that the time restrictions were not aligned to the amount of time customers actually wanted to park. The on-street parking was also at capacity for much of the day which resulted in frustrated customers and increased traffic congestion. The review led to the implementation of a new on-street parking management system called the City Centre Parking Zone (CCPZ). The changes implemented under this project were: ● removal of time limits for on-street parking, ● introduction of demand-responsive pricing to manage demand, ● introduction of a 10 minute grace period so no payment is needed for short stops, ● reduction of hourly rates in car park buildings to encourage people to park off-street. These changes have been very successful and have been well received by the public and business association." (Source: Auckland Transport Parking Strategy) In San Francisco, the SFpark Pilot Project is a major parking trial that has had the benefit of intensive and in depth evaluation. This project aimed to make it easier to find a car park, through increasing the amount of time parking was available on a given street. It had demand-responsive parking pricing at its core. Not only did it achieve that aim, but it provided a myriad of other benefits besides. Stuart Donovan, a parking policy expert with a background in engineering and economics sums it up as an approach 'where everyone benefitted.' "For on-street parking, the SFpark used occupancy data from in-ground parking sensors in each space to adjust parking fee rates at meters up or down to help achieve a target occupancy rate of 60–80 percent. Time limits were lengthened, and easy-pay meters installed. The pilot showed that even as the economy, population and overall parking demand grew, parking availability improved dramatically in SFpark pilot areas; the time to find a park decreased almost by half; and greenhouse gas emissions dropped by a third. There were other benefits too, including public transport speed and reliability as congestion eased and double-parking behaviour reduced. Net parking revenue increased slightly. (source: https://www.sfmta.com/sites/default/files/reports-and-documents/2018/04/sfpark_eval_summary_2014.pdf)

Q3. **Is there anything else you would like to tell us about the objectives?**

Overall ERG supports the objectives. We are particularly pleased to see that the revised wording now acknowledges a number of the matters raised in our 2019 comments on the earlier draft including: ● the need to provide for tradespeople's vehicles (Support business wellbeing); ● the need to broaden the meaning of safety and efficiency (now picked up in both Support safe movement and Support city amenity and safety) ● the need to be clearer about how parking placement can affect amenity and people's experience of a streetscape (Support city amenity and safety); and ● the need to include ride-share in the mix (Support move to becoming an eco city). 5. Amend the following objective: Objective 'support city amenity and safety' We submit that the explanation provided with the objective 'support city amenity and safety' be revised to include placemaking, community building, heritage and creative arts. Reason: To ensure that the term 'amenity' is interpreted widely, e.g., to consider matters such as creating a place people enjoy being in, that is attractive, that enables people to connect, to feel a sense of place and know its stories. 6. Amend the following objective: Objective 'support access for all' We submit that the objective 'support access for all' include, in its explanatory notes, that Council will include equity considerations. Reason: Parking charges may disadvantage low income commuters, from suburbs poorly served by public transport and beyond a distance at which active transport is an option. Whilst we strongly support demand-responsive pricing as a way of managing demand (and acknowledge that this can actually decrease parking costs, (see the evidence from the San Francisco study), we recommend that Council be open to equity measures for lower income earners when developing parking plans until lower income commuters from such suburbs are better and more equitably served with more sustainable transport choices. However, it is critical that in seeking solutions where true equity issues exist, that those solutions do not distort the objective of parking being charged at its true cost as a use of scarce urban space. 7. Amend the explanation of the following objective: Deliver service excellence and a safe working environment Include in the explanation to this objective accessible, timely (and where necessary, real-time) information for people needing access to the curb for delivery / pick-up, or to park. Reason: Overseas (and Auckland!) experience shows that high quality information is an important part of making parking work for everyone. Wellington has a head start already with this with signage providing real time information for some parking options and the sensor system in some areas already. It provides a good basis to build on. 8. Make explicit how the objectives will be weighed up in light of the Place and Movement Framework. We ask that in the explanation as to how the objectives will be applied (you acknowledge that some of them necessarily conflict), you explain how they will be guided by the Place and Movement Framework, currently under development as part of the LGWM package. Reason: This will help clarify, for example, how the objective 'Support Safe Movement' might be viewed relative to 'Support city amenity and safety,' for a particular area. 9. Make explicit how the objectives will be reflected in relation to the District Plan, and also with the Regional Land Transport Plan and WCC Transport Strategy. Reason: As stated in our overall comments on scope, and our comments on Section 2, to achieve the objectives sought, it is important that they are also given effect through supportive and complementary mechanisms in aligned plans such as the District Plan. Correspondingly, the transport strategy may well guide how one objective is seen in light of another: clarifying how each guides the other in relation to the task of weighting of these objectives in parking plan decisions for a particular part of the city, would be a helpful addition. Note, also, that the ERG has submitted comments on the District Plan in relation to greenhouse gas emissions from transport in Wellington City. Those comments are also relevant here. 10. Incorporate, somewhere, either through explanation of an existing objective, or as a stand alone objective, that parking is currently oversupplied and that the supply needs to decrease. Reason: The current over-supply of parking is causing problems for other transport modes, e.g., holding up buses, stopping the development of safe cycle ways and encouraging continued growth in use of private vehicles. Use of the parking hierarchy to re-allocate street space as and where required (e.g., for busways), and doing this whilst implementing a demand-responsive parking pricing approach, will reverse this distortion and enable Council's long term outcomes, and the outcomes of Te Atakura and LGWM to be achieved.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

19. Include an additional Principle to support Principle D that makes clear the approach that will be taken to demand- based pricing of parking. 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). 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 (e.g., 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). 20. 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 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 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.

Q6. Is there anything else you would like to tell us about the principles?

Overall comment: ERG is pleased to see that the revised Principles pick up on a number of the matters we were concerned about in our 2019 comments. 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. 11. Reword principle to read: Make iterative parking changes that are linked to improvements in the overall transport system. Reason: This Principle risks an internal contradiction: the way it reads leaves open the possibility that iterative improvements do NOT get made, for instance, where parking revenue might be decreased, e.g., where parking is removed to enable buses to run on time on a route. We suggest some additions to the principles to address the important matter of parking revenue separately (see below). Principle B: manage the decreasing supply of Council controlled parking by prioritising how space is used and who uses the spaces. 12. Retain this Principle Reason: This principle is clear and unequivocal, and therefore provides certainty as to how the policy will be applied. It is important as it signals that supply will be decreasing, a necessary step in achieving mode shift and better recognition of the true cost of parking. Principle C: Ensure that access to the city centre, Council facilities and suburban centres are inclusive and prioritises people who can't use active and public transport. 13. Reword this Principle to read: Ensure that access to the city centre, Council facilities and suburban centres are inclusive and prioritises people who can't use active and / or public transport. Reason: the 'and' by itself risks the principle being applied more widely than it needs to be to achieve the inclusive access objective. 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. 14. Reword this Principle to read: Parking is priced at a level that achieves policy objectives, namely ensuring that better (more sustainable) transport modes are more competitive, therefore helping achieve broader transport objectives and Let's Get Wellington Moving. Reason: The true cost of parking is not yet reflected in the prices vehicle drivers pay, therefore distorting transport choice and incentivising continued growth in private vehicle use at the expense of other, more sustainable modes. Implementation of a well designed parking pricing strategy can be a highly effective tool in managing travel demand and congestion, as well as other benefits. Research by the Victoria Transport Policy Institute quantifies potential benefits alongside a range of parking pricing strategies. Source: Litman (2020) Principle E: Support local area-based parking plans where there is a need and community support. 15. Retain this Principle Reason: Identifying satisfactory solutions to parking problems in some parts of Wellington city will be complex. The ability to develop tailored plans with the affected communities will be very helpful. Principle F: Primarily focus the Council's role on prioritising existing space, not on increasing parking supply. 16. Amend this principle to read: Focus the Council's role on prioritising existing space, not on increasing parking supply. Reason: If parking is priced appropriately, private providers will pick up any unmet demand for parking: persistent demand, at a higher cost point provides a clear signal to developers to consider investing in private parking as achieving a return becomes possible. Experience of cities like Tokyo show how this can operate. And if WCC would like a local example, Cathedral Cove, a tourist hot spot located in a rural area, shows how pricing of the scarce public parks enabled a range of transport and parking alternatives, with subsequent local economic benefits to be set up whilst removing the chaos and congestion that had hitherto reigned. Principle G: Provide parking space availability information. 17. Retain this Principle Reason: Provision of high quality, timely (and where possible real-time) parking information is a significant contributor to parking regimes labelled 'successful' in the research and case studies we have seen. Principle H: Align Council business operations with the parking policy and report annually on performance. 18. Amend this principle to read: Align Council business operations and relevant policy decisions with the parking policy and report annually on performance. Reason: As detailed previously, we believe that this policy will be more effective if its purpose and objectives are afforded real weight, and given effect through policies, and policy decisions in aligned plans and strategies.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Overall, we are in strong support of the Parking Priority approach detailed here. Reason: The parking priority proposals for each type of area align very well with the sustainable transport hierarchy, and will enable council to make clear and transparent decisions on the use of scarce urban road space and public land for parking purposes. Implemented well, and coupled with a carefully designed demand pricing regime, should see a whole host of benefits achieved for the city's communities, businesses and the environment. Here is an example of such benefits, where active transport parking (in this case cycling) is provided, in contrast to car parking: A study in Manhattan in New York City, N.Y., compared a bike station on one side of Broadway with three parking spaces occupying the same length of curb on the other side of the street. In one hour, 200 people arrived at or departed from the bike station, while only 11 people arrived at or departed from the parking spaces. If we measure productivity by the number of people served, the bike station was 18 times more productive than the parking spaces. (Source: 'Pricing the Curb' 2020, Donald Shoup) There is community support for this too: surveys undertaken in 2013-2014 of drivers, and of shoppers in Tory St as part of a study exploring a better southern commuting route for cyclists, found that 60% of drivers interviewed supported carparks being removed to provide a safer cycle route. The research involved an online survey of 600 people and a survey of 400 Tory St shoppers. About 60 % of non-cyclists supported sacrificing on-street car parks for a cycle route, citing concerns for cyclist safety and the stress of sharing roads with them. About half the respondents said they would consider biking in the city if they felt safer on the roads. A separate survey of Tory St shoppers found only 6 % used on-street parking on Tory St. Another important benefit the Parking Priority approach will enable, is progressive improvement to the provision of mobility parking: WCC's 2019 survey identified needs and ideas for solutions for this. And finally, the approach will directly support WCC's bus priority programme: a key problem noted in the business case for the programme is that 'road space on key corridors is not optimised for movement or place outcomes making it less attractive to travel by bus, bike or walking.' 21. We submit that the Parking Priority proposals be retained for: A. Key Transport Routes B. Central City C. Suburban Centres (shopping precincts) E. Outer Residential Areas F. Council Parks, Sports, Recreation and Community Facilities G. Council's Central City Off-Street Parking 22. That the Parking Priority proposals for D. City Fringe be retained with one amendment: Amend D City Fringe, to reverse the order within High priority, to put car-share parks ahead of residents' parks. Reason: This better aligns with where transport needs to head in the future – fewer cars, and more efficient use of those cars that are parked on public land, e.g., car-share can see a vehicle shared between many households, and in better use. Evidence shows many cars spend most of their life parked on the street rather than being used.

Q15. **Do you agree with this pricing approach?**

Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

Yes. ERG strongly supports demand-responsive parking pricing. 23. We submit that the approach of demand-responsive parking pricing be retained. Reason: As described earlier in this submission, evidence from Auckland, which has implemented this approach and San Francisco, which had the benefit of a fully evaluated parking trial, show that this has multiple benefits: increasing business prosperity (frequent turnover); decreasing carbon emissions (less cruising and use of other modes); increasing customer satisfaction (quicker to find a park as demand-responsive pricing keeps supply closer to the optimum).

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1. Mobility permit holders
2. EV 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
5. Businesses located with the zone
6. New dwellings/homes built after 2020
7. All existing dwellings with 1 or more off-street space
8. Second permits

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

25. We submit that Council investigate, manage and monitor any real equity issues found to exist from a proposed scheme. Reason: Changes to residents' parking needs to avoid penalising low-income earners who rent, and who are more likely to be in a household with multiple people. Schemes which give out permits on the basis of property rather than occupancy will tend to favour low occupancy dwellings over higher occupancy dwellings. There are several ways to address this. For example, allocate permits per household as a percentage of occupancy, rather than equally across all households (e.g., households are entitled to have permits for 50% of adult occupants). Other options are to reduce prices for tenants as compared with owner-occupiers, or use an income-based pricing mechanism for permits. 26. Transition the residential parking scheme to a Coupon Exemption parking system so that parking is priced closer to its true cost Reason: To manage change and growth and increasing demands on use of scarce road space within the city, it is our view that resident parking zones should be phased out, and replaced over time with a coupon parking exemption regime for residents. So that current residents are not disadvantaged, we encourage grandfathering into the system of existing users, at current prices for their resident and coupon exemption parking permits, for the period that they reside at that address. Changing the regime in this way will see, over time, that residents are paying closer to the true cost of using a public space for a private purpose. Currently, a monthly coupon park is $2400 a year ($200/month). Presently, resident coupon exemptions are provided at $120/year, or a 95% discount. These coupon exemption permits make up 23% of the overall 'resident parking' scheme, yet the opportunity cost of these discounted permits was $3.9m in 2018. We encourage the council to provide newly issued permits at a price range of 30-50% discount off existing coupon parking rates on a monthly basis. As this is not a resident parking scheme, but instead a 'concession for residents to existing coupon parking', we believe that this would be permissible under the Local Government Act. 27. Use some of the revenue collected to invest in on-street infrastructure that supports other modes and place-making in areas with exemption parking regimes, e.g. secure scooter and bike parks, and support for car-share schemes (one car can support many households). Reason: This will help residents see a direct benefit to their streets from the revenue raised from using scarce public space to store their vehicles.

Q20. What deters you from using public transport?
      Please select all that apply.

Q21. What prevents you from walking, cycling or
      using other forms of active transport? Please
      select all that apply.

Q22. **Do you have any final comments about the topics raised in this submission?**

Overall Comment on Parking Policy Scope ERG believes that the scope of this policy is too narrow. Whilst the operational elements of this policy, namely the parking hierarchy mechanism and parking pricing, are rightly limited to decisions about streets and the facilities owned and operated by WCC, the problem this policy seeks to address and the measures required for this extend beyond just these elements. In our view therefore, there is an opportunity for this policy, if afforded a broader scope and higher status in the WCC strategic framework, to also guide decisions made in the district plan review and the transport strategy currently under development. 1. We submit that the scope of this policy is widened and its place in the WCC strategic framework is accorded higher priority so that the purpose and objectives set out in the parking policy must be taken into account by these other documents. Reason: Parking can literally make or break the economics of a city, and with it, communities and the environment. There are well documented, disastrous examples of this from many US cities (source: Donald Shoup). New Zealand has its own versions and degrees of these problems; but the forethought many years ago here in Wellington through removal of minimum parking requirements from the central city, saw the worst of this avoided. Nevertheless, the issues raised in Section 3 of this policy show that there is plenty of room for improvement. In our view, an important 'next frontier' will be suburban centres and the need to ensure that local neighbourhoods are thriving, as part of increasing city resilience and climate change proofing. Ensuring that use of street space is optimised in a way that supports businesses and 'place-building' in these areas is a key part of this. Application of the parking hierarchy, coupled with removal of parking minimums through the district plan, aligned decision making in the transport plan, and responsive parking pricing will all need to be used. In our view, broadening the policy's scope represents a true opportunity to 'get parking right' to achieve the vision and outcomes that WCC has set out in its long term plan. Section 2 Section 2 describes other plans and strategies relevant to parking, but none of the subsections explicitly say HOW this policy will influence, or be influenced, by those other documents or the mechanisms for achieving that. With WCC's size and role complexity, we believe it is necessary to be explicit about this or run the risk of this policy being overlooked: with the significance of parking to matters at the very fabric of our city (prosperity, land use, transport and place), this is a risk ERG does not want to see WCC take. 2. Include, in Sections 2.2.1, 2.2.2, 2.2.3 and 2.2.4, an explicit statement as to a) where this policy 'fits' in terms of hierarchy (what gives effect to what) with each of the plan or strategy instruments named; and b) a clear description of how this will operate in practice, in relation to each. From: Wellington City Council Environmental Reference Group (ERG)

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

2. Youth Council supports the seven objectives outlined in the Parking Policy review discussion document. 3. Move to becoming an eco-city, city amenity and safety, and access for all are the most important objectives for Youth Council. These three objectives have a focus on addressing Wellington's environmental challenges as well as keeping young people safe and engaged in the City. 4. Wellington must continue to work to reduce our impact on the environment, and this Policy does, and should remain, focused on this objective.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

We broadly support all eight principles outlined in the discussion document. 6. Wellington has limited space and increasing competition for the use of this space. Getting the best out of the limited space we have is important. This is specifically true for parking, and we agree with the proposal to not increase parking areas, but to engineer the best use of the current parking area stock by prioritising different uses. 7. A shift away from car use, for many, is hampered by other transport options that do not fully or partially meet their needs. For example, a shift to public transport or cycling is not simple for many groups, and so it is important to balance making adjustments to Wellington's parking with how Wellingtonian's need to move about.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. 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 then 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. To what degree do you think we have this correct for residential areas?

not answered

Q12. Council Parks, Sports, Recreation & 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. To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

not answered

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands. To what degree do you think we have this correct for Council's central city off-street parking?

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

8. The prioritisation of public transport, electric vehicles, and non-private car use (like car share parking options) are a good balanced position to incentivise different parking and transport choices, while still retaining usual parking options, but delivered in a different way. 9. Specific parking solutions should be planned in consultation with local users in areas that are readily identified as youth-orientated, such as around university and education providers, and recreation areas. This consultation should allow for better utilisation and prioritisation of space, with youth users likely requiring a different mix of parking options (tilted towards active transport options) compared to other parts of Wellington.

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

10. 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.

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

12. Youth Council does note that just because a dwelling has a carpark doesn't necessarily mean that dwelling has access/use of that carpark. This is particularly true for rentals, with young people often without a carpark as part of their rental, or needing to pay additionally for access to the carpark. 13. The proposed Policy's focus on the level of off-street parking available in an area may not fully capture the likely potential for off-street parking use by residents. 14. In other words, the discussion around household access to private off-street parking is unlikely to reflect actual use, and so some areas of Wellington may appear to have greater availability of off-street parking when the reality may be that this access is not provided to actual residents. 15. We urge Council to consider this point when preparing its Parking Policy, particularly with regard to young people renting in Wellington who may struggle more than anticipated if on-street resident parking access is decreased or costs increased. 16. We urge Council to work to better understand this actual, rather than observed, access and its possible impacts on on-street parking access before making a final decision.

Q20. **What deters you from using public transport?**
   Please select all that apply.

Q21. **What prevents you from walking, cycling or**
   using other forms of active transport? Please
   select all that apply.

Q22. **Do you have any final comments about the topics raised in this submission?**

Conclusion 17. Wellington's constrained geography, but expanding population, means some tough decisions need to be made about how the City uses its space. 18. Youth Council support Council's proposed Parking Policy, with particular support for the Policy's focus on changing behaviours and allowing for a greater focus on Wellington's environmental outcomes. 19. Enabling other transport methods to be prioritised and incentivised will support younger Wellingtonians have options around transport. 20. We urge Council to better understand how on- and off-street residential parking access realities may differ from observed access, and how this may impact young people. Please find attached the Wellington City Youth Council submission on the Parking Policy Review 2020. We would like to request to present during an oral hearing. Wellington City Youth Council

Q23. **Please check below if you want to make an oral**
   submission(Oral submissions will be scheduled
   for the end of May with additional dates at the
   end of June)

Yes, I would like to submit an oral submission

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

I would like to comment on the proposed new residents' parking scheme which is part of the draft parking policy. Firstly, I think it is a good idea to consult by area, when there is a need to alter the current residents' parking scheme. I like the idea of amalgamating the coupon and residents' parks to form one lot of car parks in the area, with 15% available for casual parking. I agree that the new scheme will help to stop commuters parking in the city fringe suburbs while they are working in the CBD. I fully agree that mobility users should have the highest priority for the allocation of car park permits. Are they able to have their own dedicated car park space? I have some reservations about the method of allocating the remaining permits for 85% of the car parks in a parking area: The second priority in the draft policy is car parks for electric car owners. This measure is designed to encourage people to transition to electric cars, which many Uber drivers have done. Presumably, Uber drivers are a large part of the electric car audience that priority 2 is aimed at. In terms of non-Uber households, due to the cost of electric cars and the small number of households who have been able to make the transition to electric cars, I consider priority 2 to be elitist. It is possible that families who are desperate for a car park would take out a loan to buy an electric car to ensure they could park their car on the street; encouraging unnecessary household borrowing is not a good idea. Further, people living in post-2020 housing may also choose to buy an electric car to propel themselves higher up the priority system and gain a car park.   I believe that car parks should be allocated based on need, not based on the year one's house was built (do most people even know when their house was built?). It is likely that shift workers, workers whose work includes being on call, people with small children, people with ACC complications, anyone who needs to move equipment to and from their home, etc., will have a greater need for a car park than others you live in older houses.   Regarding the annual allocation of car park permits – Mt Cook is an area with many student households, and in general the housing churn is quite high. 80% of Mt Cook is renters (2018 census). I think it is quite likely that when permit holders move house, they will not bother to claim their refund, or advise WCC that they have shifted. Over a year, a number of car parks will become allocated to people living elsewhere. When someone applies for a car park permit supplying an address that already has a permit, how will that work?

Q20. **What deters you from using public transport?**
 Please select all that apply.

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

 Q22. **Do you have any final comments about the topics raised in this submission?**

Q23. **Please check below if you want to make an oral**

 submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

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not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

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Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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1.

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not answered

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Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support the parking proposals. It'll be really hard, often expensive, to implement, like Talk Wellington, we want to see resolution and fortitude from council - this is important. You can expect backlash against cyclists, or backlash from one vocal demographic. But you know you have a responsibility to support those who do not speak - and to innovate. Downton will need all the need it can get. Reframe the discourse and the tools away from "rights" to drive and park. Reward and privilege travelling sustainably. Buffer any effect that'd deepen inequality. Please don't force people to provide parking No city should have minimum parking requirements if the rest of its land use and transport system is roughly right, so phase these out ASAP. They suppress natural ingenuity and efficiency and skew the market badly. Embrace and enable the better kinds of parking, de-prioritise the rest. Like Talk Wellington, I think e-carshare, micromobility, bike parking, sustainable delivery and logistics vehicles and so on should be privileged and prioritised more: they are helping us transition away from the old unsustainable model of living and moving people and goods. The pop up cycle and walking spaces do encourage a wider embrace of rapid tactical urbanism. We should also consider the negative impacts (spatially and financially) of the grip of multinational profit-making car parking companies in our city [notwithstanding the poor outcomes from the Waikato investors in the old GWRC parking space on Wakefield St who were charged for their financial processes). 6. Couple parking much more firmly to landuse. Outcome-based, land use-based concepts like 20-minute neighbourhoods, active school zones, healthy streets, and social catchments are invisible. It would be great if these are the drivers for powering this policy, and enabling developers', landowners', designers' and businesses' ingenuity to deliver them. We can do more with pockets of space in the CBD to make it more people and walker and cycle friendly and easier on the eye too.

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Support shift in type of transport used	Very important
Support business wellbeing	Somewhat important
Support city amenity and safety	Very important
Support access for all	Very important
Support move to becoming an eco-city	Very important
Deliver service excellence and a safe working environment	Somewhat important

Q2. Are there any objectives you think we have missed?

Are there any other objectives? As you note in the background, parking is part of an overall system that includes the road network, on-street, council-managed off-street, private-sector casual and leased parking, and private accessory parking. The policy should explicitly recognise that parking, particularly for stays of more than a few minutes, is a private good, and competes with private-sector parking where parking is either provided as a market service at market prices, or for accessory parking, is bundled into the prices of goods and services, or rents. Parking also affects the city's strategic and District Plan goal to achieve a compact urban form, and the RMA's goal of sustainable management by whether it uses a scarce resource (urban land) efficiently. I would add two additional objectives: 8. Parking is a private good and is treated as such. Parking is provided as a user-pays service, and on-street parking should be priced comparably with off-street parking in the area. Exemptions to this should only be considered where • pricing is impractical • stays are so short that enforcement is impractical or the amount charged would be trivial • collection costs would outweigh revenue, and unpriced parking would still meet the goal for occupancy • to ensure equity by providing a gradual transition to user-pays, for residential parking on low incomes • drivers remain with vehicles and can easily evade enforcement, e.g. taxis and other small passenger service vehicles. In this case the parking should be charged through a flat-rate annual fee for all vehicles, or proportional to the annual revenue of each vehicle (if that's legally possible). It's worth pointing out that car ownership and use is positively correlated with income, and the areas with the highest parking demand (and so highest market prices for parking) tend to be the most expensive areas of housing and thus have higher-income residents. Subsidising parking means subsidising the wealthy at the expense of the less wealthy, and transitioning to a market approach is more equitable than the status quo. The system could be made more equitable still by recycling additional parking revenue from the change in policy as a cash transfer to the least well off, regardless of whether they drive. 9. Parking is only provided if it can use land efficiently, and is the highest value use of the space. In particular, parking should be • shared between as many different users as possible • converted to other uses where there is a more beneficial use of the space • designed and operated so that parking is turned over to the next user as promptly as possible

Q3. **Is there anything else you would like to tell us about the objectives?**

Support shift in type of transport used I support this objective, and think it is very important. Support safe movement I support this objective, and think it is very important. Support business wellbeing I somewhat support this objective, and think it is somewhat important. However, it should not be used as an excuse to subsidise or discount medium-term parking to "encourage shoppers". Support city amenity and safety I support this objective, and think it is very important. Support access for all I support this objective, and think it is very important. However, the policy should reflect that many people who have particular issues, e.g. disabilities, do not or cannot drive. It is important to make sure that the street network provides access for all, including people who don't drive. Support move to becoming an eco-city I support this objective, and think it is very important. However, the objective should recognise that shifts in transport mode, particularly from driving to public transport, walking, and cycling, is the key driver of emissions reductions, water and air quality, stormwater, and biodiversity outcomes. Electric cars, in particular, will have only a minor impact, and electric cars should not be unduly prioritised. Deliver service excellence and a safe working environment I support this objective, and think it is somewhat important. This objective could also be expanded to include the use of technology to support the parking system in general, for example for better monitoring of the system, and a more streamlined way to reserve parking spaces for one-off loading or construction work.

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Making changes that link to improvements in transport system	Very unhelpful
Prioritise how Council-controlled parking is managed	Somewhat helpful
Ensure that access to the city and suburban centres are inclusive and prioritise those who need it	Somewhat helpful
Parking is priced at a level that achieves objectives and is consistent	Very helpful
Support local area-based parking plans where there is a need & support	Very unhelpful
Focus on prioritising existing space, not on increasing parking supply	Very helpful
Provide parking space availability information	Somewhat helpful
Align Council operations with the parking policy and report on performance	Somewhat helpful

Q5. Are there any principles you think we have missed?

I would also suggest the following principles: Parking responds to changes in demand and land use The current proposal has different approaches for the city centre, suburban centres, the city fringe, and outer residential areas. These areas do not have completely sharp edges when it comes to parking demand, and will change over time. Accordingly, the approach to parking should respond to parking use measurements, rather than being too closely wedded to the zones of the policy. On-street parking is primarily aimed at users where off-street parking is impractical This is heavily related to principle B, but provides more of a rationale for why some users are prioritised over others. To minimise the number of vehicle crossings, and minimise the provision of off-street parking that is inefficiently used, on-street parking should prioritise users where it means that the largest number of off-street parking spaces are no longer needed. For example: • Loading and unloading for small sites which are infrequently serviced • Visitors and services in a residential area who are infrequently at any particular site • Short-stay parking in areas where casual off-street parking is not available On-street parking is prioritised so that a given space will provide the greatest benefit for the greatest number of people in a given time As above, this is related to principle B, and provides more of a rationale for why some users are prioritised over others. In general, this just means that short-stay parking should be prioritised over long-stay parking, since more users benefit from the parking space in a given length of time.

Q6. Is there anything else you would like to tell us about the principles?

Make parking changes that are linked to improvements in the overall transport system I oppose this principle, and it will be very unhelpful in achieving the objectives. Parking changes should be made in accordance with the high-level objectives of the parking policy, as soon as possible. Where a transitional period is deemed necessary for practical reasons it should be: • As short as possible • Means-tested, where a transition includes continuing to provide parking at below market rates to particular parking users Consulting again on every change is also a recipe for stagnation and nothing ever getting done. Council has consulted on this high-level policy, and it is politically accountable to voters and central government – this is the only mandate it should need to make necessary changes to parking rules and prices. Out city's poor quality public and active transport needs to be fixed. But it's not a reason to delay allocating and pricing parking as efficiently as possible. (Although equity considerations may mean that we need transitional arrangements to pricing for people on low incomes). Manage the decreasing supply of Council-controlled parking by prioritising how space is used and who uses it I somewhat support this principle, although I think the implementation is overly specific, and makes distinctions between different areas that don't seem to achieve much. There are also some areas where distinctions are made that shouldn't be, or are even around the wrong way. I discuss this in more detail in questions 7 to 14. Pricing, in itself, also provides a natural way of prioritising how space is used. This principle will be very helpful in achieving the objectives. Ensure that access to the city centre, Council facilities and suburban centres are inclusive and prioritises people who can't use active and public transport I somewhat support this principle, although it should be re-worded to place equal importance on being inclusive for people who can't drive, just as much as those who can only drive. It should also include commercial activity outside the city and suburban centres. For example, "ensure that access to the city centre, suburban centres, Council and community facilities, and businesses is inclusive and provides priority for people who have particular mobility needs that mean they cannot use active transport, public transport, or cannot drive." This principle will be somewhat helpful in achieving the objectives. Parking is priced at a level that achieves policy objectives and is consistent with other transport objectives I support this principle, and it will be very helpful in achieving the objectives. However, it should be linked to the additional objective I have suggested – that parking should be provided at market prices by default except where a particular departure from that principle is necessary to achieve policy objectives, or where pricing is impractical. Support local area-based parking plans where there is a need and community support I oppose this principle and it will be very unhelpful in achieving the objectives. Different areas will need to have different parking rules and prices based on the unique characteristics of the area, but this should be achieved by dispassionately applying the high-level policy objectives. Having area-specific consultation and plans whenever parking changes need to be made is a recipe for delay and inequitable outcomes when plans are withdrawn based on pressure in some areas but not others. It runs the risk that some areas will subsidise others or fail to achieve the policy objectives, simply because a few loud voices spook the Council in some areas but not others. If areas have a high rate of illegal parking, e.g. footpath parking or non-payment, this should be solved through a greater presence of parking enforcement, or installing physical measures such as bollards. Where Council has a long-standing

well-known policy of turning a blind eye, such as footpath parking on particular narrow streets, Council should first provide a warning to residents and businesses that the approach is about to change. Primarily focus the Council's role on prioritising existing space, not on increasing parking supply I support this principle, and it will be very helpful in achieving the objectives. I would also go further and say that the Council should have a policy of gradually removing on-street parking capacity over time. If we could travel back in time to 1898, when the first cars were imported into Wellington, with hindsight it would have been better never to have allowed long-stay on-street parking and started 122 years and counting of political debates over it. We ended up in a spiral where every square metre of public space ends up as parking, in order to avoid managing it properly as long as possible. Other countries, such as Japan, took a different route, and have very successfully managed parking as something that's the responsibility of the driver of the car, and provide little to no on-street parking. New Zealand, meanwhile, is still one of the most car-dependent countries in the world. In the very long run, parking for more than a few minutes should be seen as the responsibility of car owners, to be done on private property. While transitioning into a driver-responsibility model is likely to take many decades, it's a goal worth working towards. Provide parking space availability information I support this principle and it will be somewhat helpful in achieving the objectives. Council should also investigate a system where parking users can pre-book a parking space ahead of time (for an extra fee), where it's particularly important to have close access to a particular site at a particular time, for example for one-off loading and unloading. This could also incorporate (and streamline) the current system for booking parking spaces for shipping containers, skips, and construction vehicles. Align Council business operations with the parking policy and report annually on performance I support this principle, and it will be somewhat helpful in achieving the objectives. Council should also delegate day-to-day implementation of the parking policy to officers, and get rid of the current inefficient and inconsistent system where councillors need to approve every single broken yellow line or loading zone, based on political winds of the day.

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

Parking Priority – preferred approach I think some categories could generally be combined – for example, short stay and electric vehicle charging should logically always be the same priority, and motorcycle parking should be treated differently based on whatever it is the motorcycle is being used for (although priced proportionately with the lesser amount of space it takes up). In general, I think loading zones (and pick-up/set-down of passengers, which wasn't separately mentioned) have been underprioritised, and residential parking has been over-prioritised. I also mostly don't think it's necessary to have different priorities in different areas, except transitionally and for off-street council-controlled parking. If the principles are applied neutrally (including the additions I've suggested), the heirarchy should be the same in each area, other than key transport routes (where I support the proposed approach). In particular, there's a lot of different categories that could be combined as a single "general parking" category, where you can stay however long you want for whatever purpose you want... for whatever it costs. This could include exponential pricing, and in areas where parking supply well outstrips demand, would probably remain unpriced. I would suggest: Highest Priority Safe and efficient movement of people and goods (as proposed) Higher Priority Bus stops, urban design features, loading zones (including pick-up and set-down) High Priority Bicycle parking, micro-mobility, mobility, short stay (including EV charging), car share Medium Priority SPSV/taxi stands, public bus layover Low Priority Provided only where there's spare capacity after filling the needs of the above categories: general parking (including residential, commuter, motorhomes, bus and coach). Lowest Priority Provided only where general parking is unpriced, there's no pressure on the parking supply, and there's no conceivable other urban design or transport purpose for the space: trailers, caravans, boats, advertising, shipping containers, construction material, etc. At this point, where we can't even give away the space for free for even the lowest priority things we can think of, the Council should also consider simply selling the land where that is practical. Parking Priority – if different areas have different lists If you do not take the approach I suggest above of a single heirarchy for all areas, I have the following comments: Q7. Key Transport Routes Generally support. Q8. Central City Generally support, although I would split the high priority into two groups (and move each other group down accordingly) – bus stops, urban design features, and loading zones should be a higher priority than the others. Resident and commuter parking should also be eliminated entirely from the city centre. Q9. Suburban Centres This should be the same as the city centre, and there isn't a rationale given for the difference – e.g. loading zones are just as important in suburban centres as the city centre. Q10. City Fringe This is possibly the area where I most strongly disagree with the proposed policy. Residential parking should be in the second lowest group, equal with commuter parking. While this view may not be politically popular, I simply do not believe that residents have a greater claim to the public space on the street than anyone else, simply because they happen to own or occupy private land nearby. Residents are also the people in the best position of all possible parking users to provide off-street parking – there's generally no casual off-street parking for visitors, while residents are much more able to provide parking on their sites, or trade with their neighbours. On-street residential parking may be a practical option for some people sometimes – for example if people are living somewhere temporarily. But there's no reason why they should pay any less than other long-stay parking users like commuters. This is likely to be an area where a gradual, means-tested transitional arrangement is warranted. I'll discuss that in the answer to questions 17 to 19. Q11. Outer Residential There's generally not much pressure on parking in outer residential areas, although for the sake of consistency, the policy should be the same as in the city fringe. Q12. Parks, Sports, and Recreation Generally support this approach, although electric vehicle charging should be included with shortstay. Q13. Central City Off-Street Parking Off-street standalone parking should be run commercially and should simply charge whatever the market will bear, or be redeveloped, or sold. Revenue is probably maximised with a flat hourly rate, although varying based on time of day and day of week.

Q15. **Do you agree with this pricing approach?**   Yes

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

I generally agree with the pricing approach, but the dynamic approach should be introduced immediately rather than gradually. To avoid political strife, pricing should be applied mechanically by formula to achieve a set occupancy goal (e.g. 85% as proposed, although I am neutral about the exact figure). This would still allow for exponential pricing where this achieves the parking policy goals. It is critical that officers have delegated authority to make these adjustments in accordance with the policy, so that the integrity of the parking policy is upheld, applied consistently across the city, and not subject to grandstanding. Pricing should also apply equally to both residents and non-residents in all areas. The current residents/coupon parking areas will need to be split up into different areas with different prices to reflect the differences in demand in different areas. Council should also not attempt to undercut private operators in areas where there is a functional market in casual off-street parking.

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. 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

Provide car share, mobility and micro-mobility on-street parking spaces

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

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

General Comments As mentioned before, I do not think that residents have a greater claim to public space to store their private property simply because they happen to own or occupy land nearby. I support phasing out the preference for residential parking over other users. Where demand exceeds supply, the price should be the same for all users. The Council should also amend its District Plan to allow to allow casual and leased off-street parking in residential areas, which may be an option where demand so exceeds supply that the price gets close to what a market price would be. This may also make it more practical for new development to not provide accessory on-site parking, while still having parking available for those residents who want it. The phase-out of residential parking preference could be as follows: • The disctinction between residents' permits and coupon exemption permits would be removed • Everyone with a current permit can keep using it until it expires • Houses with off-street parking cannot renew permits • Houses with no off-street parking can renew one permit indefinitely, while they make transitional arrangements. This would be charged at market rate, except that the fee would be discounted where appropriate (e.g. for people holding a Community Services Card). The permit could be transferred to a new vehicle, but not a new occupant or owner of the property. • No new permits would be issued • Remaining on-street parking would be available to residents and the general public alike at whatever price produced 85% occupancy. In areas where demand didn't justify hourly, pricing, this could simply be a coupon system similar to the current system for commuter parking. Residents and the general public could buy weekly, monthly, or annual coupons if they wanted, for whatever the equivalent number of daily coupons would have cost. • In accordance with the parking heirarchy, some spaces would be reserved for short-stay parking (e.g. up to P120), car share, mobility spaces, etc. Outstanding residential parking permits would not exempt residents from the restrictions applying to these. If Council insists on not raising prices for existing permit holders, holders should at least have the option of cashing out the value of this subsidy, so that while the If Council does not phase-out residential parking schemes, I have answered the questions about how they could be modified. And I oppose the following: • 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 • Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use • If a second permit is issued for the same household, the second permit is more expensive And I am neutral on the following: • Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone) • Introduce online application and permitting system And I am split on the following: • Introduce discounted exemption permits for mobility permit holders and EV car-owners – I support this for mobility permit holders. I oppose this for EV owners. If residents permits are still to be issued, I would rank the categories: 1. Mobility permit holders 2=. EV owners with no off-street parking 2=. Pre-1930s houses or pre-1940s apartments with no off-street parking 2=. Other pre-2020 dwellings with no off-street parking 5. Businesses located with the zone (can renew existing permits only) 6=. All existing dwellings with 1 or more off-street space (do not allow new permits or renewals) 6=. New dwellings/homes built after 2020 (do not allow new permits or renewals) 8. Second permits (do not allow new permits or renewals)

Q20. **What deters you from using public transport? Please select all that apply.**

Public transport seems unreliable to me

Public transport timetable doesn't suit my schedule

Other (please specify)

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Other (please specify)

Q22. **Do you have any final comments about the topics raised in this submission?**

Introduction Thank you for the opportunity to submit on the city's proposed parking policy. I work for a local authority elsewhere in the region – for the avoidance of doubt, this submission is solely my personal views. I am a Wellington City resident, a car owner, I commute to work by driving, and I currently hold a coupon exemption permit. This submission largely follows the structure of the questions posed in the consultation material, but there are some points that don't quite fit the questions you posed in the consultation material. Overall I support the proposed parking policy compared to the operative parking policy, although I would still prefer some changes, detailed below. It's good that Wellington is reviewing its parking policy, and this is definitely a positive change compared to the current policy. I hope Wellington continues to transition away from using street space for long-stay parking, and that this policy informs the upcoming District Plan review. The Code of Practice for Land Development also should be reviewed to provide that new subdivisions do not provide excessive amounts of on-street parking, and that parking in those areas is flexible, shared, and efficient. Stephen Davis

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease   1.
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.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

The Oriental Bay Residents Association has considered the Parking Policy 2020 Statement of Proposal, and would comment as follows: 1. We assume we come under the category City Fringe and Inner City Suburbs. Our comments are made on that assumption. 2. We support a hierarchy of use for inner city parking in Oriental Bay for residents, and we want short stay to have a similar priority. 3. We agree with the proposal that commuters should have a low priority. 4. We do not support rationing residents' parking to only one space per house that has no off-street parking. 5. If however Oriental Bay is viewed as a key transport route, we would object strongly to residents having such a low priority. 6. The Recreation category needs to be expanded to include beach-side parking, to enable short stay visitors to enjoy the Oriental Bay Beach. Thank you for the opportunity to make a submission on this important matter.

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. Do you have any final comments about the topics raised in this submission?

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Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Yes, I would like to submit an oral submission

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes? not answered

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not answered

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not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

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not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

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Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

Dear Friend One thing I have noticed is that there seems to be a lot of empty parks along Thorndon Quay particularly in the afternoons. We know that parking fees are supposed to be about fairly allotting limited parking places among users. To be really fair and to encourage people to shop in the city, parking charges should vary by demand so that the resource is fully used.

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

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not answered

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not answered

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not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

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not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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Q22. **Do you have any final comments about the topics raised in this submission?**

Kia Ora To Whom It May Concern at WCC re Parking Newtown, I have received the below email from Human Resources as a notification to the unions regarding parking implications by WCC regarding Newtown and Wellington Hospital as below. I have looked at your website and the information is very generalised in regards to freeing up main pubic routes from car park spaces. I am concerned as nurses work shift work and the hospital has limited capacity for parking, the pm car park is often full for staff parking taken up by visitors which they try to manage. Nurses at Christchurch hospital have been attacked twice recently following coming off a pm shift and night shift in the car park. Whilst E bikes are being promoted heavily within WPH, they are also being targeted by thieves as well, which does not help our green strategy. Many on day shift take buses etc and shuttles are provided between Kenepuru and WPH. My concern is that the policy promoted is not clear what are the exact impacts on nurses whom may need to park near the hospital as they are shift workers and their safety as essential workers requires consideration. Can I please be provided with more specific information any changes around WPH Newtown, so that we may submit back on this.

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Respondent No: 495

Name: Ina Werner

Individual

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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not answered

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not answered

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not answered

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not answered

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not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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1.

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not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. Ina Werner

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Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

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not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

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1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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Q22. **Do you have any final comments about the topics raised in this submission?**

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not answered

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not answered

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not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. I want street parking to be reduced in areas where this can enable walking and biking/scootering to have separate lanes Tony Hurst

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

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not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

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not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

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not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

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Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. Do you have any final comments about the topics raised in this submission?

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. Thomas Kay

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Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

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not answered

Q12. Council Parks, Sports, Recreation & 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

not answered

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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not answered

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not answered

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not answered

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not answered

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not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. Getting rid of Wilson as parking provider Gillian Tasker

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Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

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not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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not answered

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not answered

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not answered

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Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

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not answered

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not answered

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not answered

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not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

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not answered

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not answered

Q10. 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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe?

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

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Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

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not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

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not answered

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not answered

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not answered

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not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. Do you have any final comments about the topics raised in this submission?

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. We need better/more cycling infrastructure. Mike Nyland

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Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

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not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city. I have been nearly knocked over by scooters. Prohbiti them or assign them to their own path. Insiste that bells be used on anything on wheels travelling faster than 3km on footpaths. Linda Pears

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Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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not answered

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Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

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Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

Q7. Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

Q9. **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.To what degree do you think we have this correct for suburban centres?**

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. Jennifer van Beynen

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Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

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not answered

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not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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Q22. **Do you have any final comments about the topics raised in this submission?**

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

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not answered

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not answered

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1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city. Jacquie Bown

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

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not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

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not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

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not answered

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

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not answered

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not answered

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Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

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not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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Q22. **Do you have any final comments about the topics raised in this submission?**

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

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Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

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Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

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not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

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not answered

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not answered

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not answered

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not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

**Q11. Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

**Q12. Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

**Q13. Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. People before parking spaces. We have a housing crisis in Wellington, and a climate crisis globally. We should be reducing parking in the CBD in order to make space for homes and to reduce pollution. Steven Ensslen

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. affordable public transport allowing access by all Wellingtonians to homes, assets, and facilities within greater Wellington. George Preddey

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. Do you have any final comments about the topics raised in this submission?

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces. I need my Resident's Parking Permit, I am 78 years of age and I need to park near my home, I have no garage and 37 steps to my house and so selfishly need Residential Parking, sorry. Jennifer Price

Q23. Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. Do you have any final comments about the topics raised in this submission?

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. Niru Kumar

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Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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Q8. **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.****To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.****To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.****To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

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not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. Malcolm Yeates

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Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

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not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

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not answered

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not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

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not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

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not answered

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not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

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not answered

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not answered

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not answered

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not answered

Q15. **Do you agree with this pricing approach?**

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Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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not answered

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not answered

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not answered

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not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

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not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city. Reducing the amount of parking in inner suburban city streets. Driving in some of our narrower streets has become almost impossible because of the number of cars parked on both sides, Are our city streets communication routes or parking lots? The latter seems to be increasingly becoming the case. Meanwhile many people use garages to store their "stuff" and park on the streets Joan Waldvogel

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Q1. How important are these objectives to you?

Q2. Are there any objectives you think we have missed?

not answered

Q3. Is there anything else you would like to tell us about the objectives?

not answered

**Q4. To what extent do you think these principles will help us achieve our objectives? **

Q5. Are there any principles you think we have missed?

not answered

Q6. Is there anything else you would like to tell us about the principles?

not answered

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not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

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Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

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not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

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not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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not answered

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not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. Erin Payne

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Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

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not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

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Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

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Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

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not answered

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not answered

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not answered

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Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. Do you have any final comments about the topics raised in this submission?

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. removing parks around the basin reserve and on Kent and Cambridge terraces. And developing a decent park and ride for the city

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. 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 then 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.To what degree do you think we have this correct for residential areas?

not answered

Q12. Council Parks, Sports, Recreation & 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities?

not answered

Q13. Council's Central City Off-Street Parking High parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking?

not answered

Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city. Sue Chamberlain

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Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?** not answered

Q8. **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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. Do you agree with this pricing approach?

Q16. Is there anything else you would like to tell us about this proposed pricing approach?

not answered

Q17. Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.

Q18. Allocation of residents parking permitsPlease 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.

1.

Q19. Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?

not answered

Q20. What deters you from using public transport? Please select all that apply.

Q21. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.

Q22. Do you have any final comments about the topics raised in this submission?

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. Hinrich Schaefer

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Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. Increasing the ratio of disabled parking spaces to abled ones, to prioritise access to parking for those who really need it. Kathy Player

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**

not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. find way of increasing cost for petrol and diesel cars and reducing the cost for electric vehicle parking. I'd rather see quieter less smelly CBD roads and less acceptance of SUV tanks on the roads. make lambton quay electric bus and electric car lane only. And only taxis which are electric. The highest density central areas should not allow particulate emmission vehicles David Scott

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Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what
degree do you think we have this correct for the
Central City? **

not answered

Q9. **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.To what degree do you think
we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service
vehicles/taxi stands, motorcycle parks,
commuter parks, then coach/bus parks.To what
degree do you think we have this correct for the
city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

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not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

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1.

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not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. James Barber

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**

Q1. **How important are these objectives to you?**

Q2. **Are there any objectives you think we have missed?**

not answered

Q3. **Is there anything else you would like to tell us about the objectives?**

not answered

Q4. **To what extent do you think these principles will help us achieve our objectives? **

Q5. **Are there any principles you think we have missed?**

not answered

Q6. **Is there anything else you would like to tell us about the principles?**

not answered

Q7. **Key Transport Routes (such as Lambton Quay, Thorndon Quay, etc.)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.To what degree do you think we have this correct for key transport routes?**   not answered

Q8. **Central CityHigh 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.To what degree do you think we have this correct for the Central City? **

not answered

Q9. **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.To what degree do you think we have this correct for suburban centres?**

not answered

Q10. **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: small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.To what degree do you think we have this correct for the city fringe? **

not answered

Q11. **Outer Residential AreasHigh 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 then 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.To what degree do you think we have this correct for residential areas? **

not answered

Q12. **Council Parks, Sports, Recreation & Community FacilitiesHigh 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.To what degree do you think we have this correct for Council parks, sports, recreation & community facilities? **

not answered

Q13. **Council's Central City Off-Street ParkingHigh parking space priority: mobility park, 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: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? **

not answered

Q14. **Is there anything else you would like to tell us about the proposed parking space hierarchies?**

not answered

Q15. **Do you agree with this pricing approach?**

Q16. **Is there anything else you would like to tell us about this proposed pricing approach?**

not answered

Q17. **Residents Parking SchemeWe 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.For more in depth information regarding the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.**

Q18. **Allocation of residents parking permitsPlease 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.**

1.

Q19. **Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

not answered

Q20. **What deters you from using public transport? Please select all that apply.**

Q21. **What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.**

Q22. **Do you have any final comments about the topics raised in this submission?**

I support a transport hierarchy that prioritises space for walking, cycling, public transport, and micro-mobility over private vehicles on our streets., I support the intent of this parking policy because I value high-quality pedestrian and urban design features that make our city vibrant, more than I value parking spaces., I support prioritising accessibility for all and would like to see broader equity considerations included; the council needs a plan for a just transition to ensure people on low-incomes can still access the inner city., I want to see this policy manage expectations around parking in the future by reducing the priority of residents parking so that we can make better, fairer use of space for everyone. Sally Ogle

Q23. **Please check below if you want to make an oral submission(Oral submissions will be scheduled for the end of May with additional dates at the end of June)**