
ORDINARY MEETING

OF

STRATEGY AND POLICY COMMITTEE

AGENDA

Time: 11:00 am
Date: Tuesday, 26 May 2020
Venue: Virtual meeting

MEMBERSHIP

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

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

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

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

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

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

Quorum: 8 members

TABLE OF CONTENTS
26 MAY 2020

Business	Page No.
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Conflict of Interest Declarations	5
1.4 Items not on the Agenda	5
1.5 Public Participation	6
2. General Business	7
2.1 Parking Policy Hearings	7

1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Items not on the Agenda

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

Matters Requiring Urgent Attention as Determined by Resolution of the Strategy and Policy Committee.

The Chairperson shall state to the meeting:

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

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

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

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Strategy and Policy Committee for further discussion.

1.5 Public Participation

There will be no public participation as this meeting has been scheduled to only hear oral submitters.

2. General Business

PARKING POLICY HEARINGS

Purpose

1. This report asks the Strategy and Policy Committee to recognise the speakers who will be speaking to their submissions regarding the Parking Policy consultation.

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for speaking to their submissions.

Background

2. Wellington City Council began consulting on the Draft Parking Policy 2020 proposal on Monday 16 March 2020 and the consultation is due to close to submissions at 5pm Monday 8 June 2020.
3. During the consultation, every submitter is being provided with the opportunity to speak to their submission.
4. After consultation closes, a second tranche of submitters will be given the opportunity to present to the Strategy and Policy Committee before officers present their final recommendation and revised parking policy.

Discussion

5. Attachment 1 is a list of the first tranche of confirmed submitters who have indicated that they wish to speak to the committee. Attachment 2 is Wellington NZ's submission, and Attachment 3 is a summary report that provides the responses from all who requested an oral submission so far, together in context (up to 19 May).

Options

6. The committee only has one option, which is hearing the oral submitters.

Next Actions

7. Following the hearings, the Strategy and Policy Committee will consider information received on the parking policy consultation and make recommendations to Council.

Attachments

Attachment 1.	Oral submitters' submissions ↓	Page 10
Attachment 2.	Oral submitter Wellington NZ's submission ↓	Page 84
Attachment 3.	Survey Filter Report oral submissions ↓	Page 86

Author	Cyrus Frear, Senior Democracy Advisor
Authoriser	Jennifer Parker, Democracy Services Manager Stephen McArthur, Director, Strategy and Governance

SUPPORTING INFORMATION

Engagement and Consultation

This report provides for a key stage of the consultation process – the opportunity for the public to speak to their written submission.

Treaty of Waitangi considerations

N/A

Financial implications

There are no financial implications arising from this report. Submitters may speak to matters that have financial implications.

Policy and legislative implications

There are no policy implications arising from this report. Submitters may speak to matters that have policy implications.

Risks / legal

N/A

Climate Change impact and considerations

N/A

Communications Plan

N/A

Health and Safety Impact considered


In light of the COVID-19 pandemic, the decision was made to postpone the original hearing dates from 23 April 2020. Under the current alert level (Level Two at time of writing) virtual meetings are still the safer and more efficient alternative to in person meetings. Democracy Services staff offered full assistance to submitters in case of any unfamiliarity with using Zoom.

The graphic features a light blue background with a darker blue footer. At the top, a white box contains the text 'Survey Responses' and the dates '16 March 2020 - 19 May 2020'. Below this, another white box contains the text 'Have your say'. A larger white box in the center contains the text 'Kōrero mai | Wellington City Council' and 'Project: Smarter Ways to Manage Parking'. The footer contains the logo for 'BANG THE TABLE engagementHQ'.

Survey Responses
16 March 2020 - 19 May 2020

Have your say

Kōrero mai | Wellington City Council
Project: Smarter Ways to Manage Parking

 **BANG THE TABLE**
engagementHQ



9th April 2020

I would like to speak to our submission

Contact:

Raewyn Hailes

Regional Access Coordinator for the Central Region.

Access Aware Coordinator.

CCS Disability Action Wellington

P O Box 35156, Naenae, Lower Hutt, 5041

DDI: 04 5678913 Mob: 027 6003828

EML: raewyn.hailes@ccsdisabilityaction.org.nz

Summary:

- We support the proposed objectives of the Parking Policy.
- We support the proposed principals of the Parking Policy.
- We support the high priority value attached to mobility car parking spaces throughout the Parking Policy.
- We support the gathering of data to better understand the barriers to use of public transport and other mobility options.

Recommendations:

1. Consider creating at least one mobility car park on each side street of the Golden mile. With 3566 mobility parking permit holders - with a Wellington postal code address and only 28 of these are in Central Wellington - mobility car parks are under resourced.

City Name	Client		Overseas Client	Total
	Long Term Permit	Short Term Permit	Short Term Permit	
WELLINGTON	3,355	209	2	3,566
Total	3,355	209	2	3,566

The number of permits in the Great Wellington Region brings this number up to 10,000.

2. Consider creating at least one mobility car park, on road, close to essential services throughout the CBD. These to include medical practices including physiotherapists, banks, supermarkets, dentists, Work & Income offices, schools and education centers, and short stay drop off mobility car parks at entertainment hubs.
3. Consider increasing the number of mobility car parks at Council owned recreational facilities.
4. 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
5. Consider creating at least one mobility car park, on road, close to essential services in all suburban centers and the city fringe. These to include medical practices including physiotherapists, banks, supermarkets, dentists, schools and education centers, and recreational facilities.
6. Ensure that there is a process for individual residents to request mobility car parks in residential areas.
7. Recommend that the pricing approach of demand response be deferred for mobility car parks. Instead a flat rate be applied across all mobility car parks.

About us

CCS Disability Action is a community organisation that has since 1935, supported disabled people and advocated for their inclusion in the community. We currently provide support to around 5,000 children, young people and adults through our 17 branches, which operate from Northland to Invercargill. Our support focuses on breaking down barriers to participation. We receive a mixture of government and private funding.

Access is a major focus for our organisation. CCS Disability Action runs the Mobility Parking Scheme. We have a nationwide network of access coordinators who work with local governments as well as the building and transport industries. We developed an accessibility app called Access Aware. We are a member of the Access Alliance, which is pushing for a new Access Law. We manage Lifemark, which certifies and promotes universal design standards for houses. We have developed ways to collect data on access, including the Measuring Accessible Journeys project and the Street Accessibility Audits.

Introduction

We appreciate the opportunity to submit on Wellington City Council Parking Policy 2020. Councils play an important role in ensuring our communities include everyone. A key part of this is ensuring that council services and infrastructure are accessible to all. Improved access strengthens communities, by ensuring everyone can participate. Improved access also improves business and tourism opportunities.

We encourage councils to consider the needs of all their citizens, rather than focus narrowly just on efficient or cost effective infrastructure and services. A narrow focus on efficiency can result in councils cutting corners with access. This can have significant effects on the wellbeing of disabled people.

Disabled New Zealanders do not get a fair go

Too often disabled people do not get a fair go. They do not get the same opportunities as non-disabled people.

In the 2013 Disability Survey, disabled people compared to non-disabled people:

- were more likely to have no qualification and less likely to have a bachelor's degree or higher;
- had higher unemployment and lower labour force participation;
- were more likely to have lower incomes and live in lower-income households;
- were less likely to report a high level of life satisfaction;
- were less likely to feel safe at home or in their neighbourhood;
- were twice as likely to be the victim of violent crime;
- were more likely to report being discriminated against and more likely to be discriminated against more than three times over a twelve-month period.

Disabled New Zealanders regularly report:

- Public transport timetable doesn't suit my schedule.
- Public transport is too expensive.
- Public transport is too far from where I live or from my destination.
- When the weather is bad, I choose to use my private vehicle.
- I have to make multiple stops or multiple journeys.
- Public transport route has too many transfers.
- Public transport seems unreliable to me.
- I 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.

A lack of accessible infrastructure, including a lack of mobility car parks, plays a role in isolating people from their community and preventing them from accessing work, social, and educational opportunities.

Planning for access

It is important to consider access issues when planning how our communities and transport systems develop.

Accessibility is an on-going goal rather than a set of minimal standards to be complied with. There is always room for improvement, especially as new and innovative approaches are constantly being developed.

Conclusion

Wellington City Council controls or influences how accessible our compact vibrant city becomes. Council has a vital role in ensuring the growing number of people with access needs can participate, contribute and be included in their communities. Unless council proactively ensures the accessibility of the community, we risk cutting more and more people off from their community and the services they require to live their daily lives.



Respondent No: 54 – Chris Rawson

Login: rawsoncj

Email: rawsoncj@gmail.com

Q1. How important are these objectives to you?

- Somewhat important
- Somewhat important
- Somewhat important
- Somewhat important
- Somewhat important
- Somewhat important
- 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? ;

- Neutral
- Neutral
- Neutral
- Very unhelpful
- Very unhelpful
- Neutral
- 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 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. 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.



Respondent No: 113 – Hari Sundaram
Email: this.zfactor@gmail.com

Q1. How important are these objectives to you?

- Somewhat important
- Somewhat important
- Neutral
- Somewhat important
- Very important
- 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 objective 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 vague and vague to indicate anything.

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

- Very helpful
- Somewhat helpful
- Somewhat helpful
- Very helpful
- Very unhelpful
- Neutral
- Somewhat helpful
- 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

Q7. Key Transport Routes ;(such as Lambton Quay, Thorndon Quay, etc.)High ;parking space priority: bus stops.Low ;parking space priority: urban design features, mobility parks, loading zones, bicycles/micro-mobility parks, car share parks, EV charging parks, short stay parks, small passenger service vehicles/taxi stands, motorcycle parks then public bus layovers.Lowest parking 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 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. 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

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

not answered

Q20. What deters you from using public transport?

Other (please specify)

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 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.



Respondent No: 160 – Mark Johnson

Login: mjohns

Email: mj2.squ@gmail.com

Q1. How important are these objectives to you?

- Very important
- Very important
- Somewhat important
- Very important
- Somewhat important
- Very important
- 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? ;

- Very helpful
- Somewhat helpful
- Somewhat helpful
- Very helpful
- Somewhat helpful
- Very helpful
- Neutral
- 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 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.

Q19. Do you have anything else to add about the residents parking 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

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. Mobility permit holders

All existing dwellings with 1 or more off-street space

Second permits



Respondent No: 161 – Patrick Morgan

Login: patrick1

Email: patrick@can.org.nz

Q1. How important are these objectives to you?

- Very important
- Very important
- Somewhat important
- Very important
- Very important
- Very important
- 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? ;

- Very helpful
- Very helpful
- Very helpful
- Very helpful
- Somewhat helpful
- Very helpful
- Somewhat helpful
- 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 ; Strongly agree
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? ;

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? ;

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

<p>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.</p>	<ul style="list-style-type: none"> 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 12 months (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 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. 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)



Respondent No: 163 – Chris Prowse

Login: chrisp

Email: chris@prowse.co.nz

Q1. How important are these objectives to you?

- Somewhat unimportant
- Very important
- Somewhat important
- Very important
- Very important
- Somewhat important
- 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 suburban 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 problem has gone away which shows most of the parking 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? ;

- Very helpful
- Very helpful
- Very helpful
- Very helpful
- Very helpful
- Very helpful
- Somewhat helpful
- Very helpful

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

Safety 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

<p>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? ;</p>	<p>Agree</p>
<p>Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?</p> <p>Commuter parks to be restricted by clearways during the day and more coupon parking.</p>	
<p>Q15. Do you agree with this pricing approach?</p>	<p>No</p>
<p>Q16. Is there anything else you would like to tell us about this proposed pricing approach?</p> <p>not answered</p>	
<p>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.</p>	<p>Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address)</p>
<p>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.</p>	<p>1. Other pre-2020 dwellings with no off-street parking</p>

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 streets are not reduced to one way. Also address safety issues of where commuters park.



Respondent No: 177 – Oliver Bruce

Login: Wellingtonianatheart

Email: oliver.bruce@gmail.com

Q1. How important are these objectives to you?

- Very important
- Very important
- Somewhat important
- Somewhat important
- Somewhat important
- Very important
- 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? ;

- Very helpful
- Somewhat helpful
- Very helpful
- Very helpful
- Neutral
- Very helpful
- Very helpful
- 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 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. 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 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. 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 shiftfights 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.



Respondent No: 179 - Tim Jones

Login: timjones

Email: tjonescan@gmail.com

Q1. How important are these objectives to you?

Very important

Very important

Somewhat important

Very important

Very important

Very important

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? ;

Very helpful

Very helpful

Very helpful

Very helpful

Somewhat helpful

Very helpful

Somewhat helpful

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

<p>Q13. Council's Central City Off-Street ParkingHigh ;parking space priority: mobility park, bicycle/micro-mobility parks, motorcycle parks, then short stay parks.Medium ;parking space priority: car share parks, EV charging parks, then commuter parks.Lowest parking space priority: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? ;</p>	<p>Strongly agree</p>
<p>Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?</p> <p>In outer residential areas, I would prefer bicycle/micromobility parking to have the medium priority.</p>	
<p>Q15. Do you agree with this pricing approach?</p>	<p>Yes</p>
<p>Q16. Is there anything else you would like to tell us about this proposed pricing approach?</p> <p>not answered</p>	
<p>Q17. Residents Parking SchemeWe are proposing to change existing and new residents' parking schemes. Residents' parking schemes prioritise residents to park on the street near their home and ensure access for their visitors. The introduction of a scheme will be guided by the number of households with off-street parking compared with households with no off-street parking.For more in depth information regarding ;the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.</p>	<p>Residents' parking schemes will be guided by the ratio of households with off-street parking to households with no off-street parking</p> <p>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)</p> <p>Introduce online application and permitting system</p> <p>Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use</p> <p>If a second permit is issued for the same household, the second permit is more expensive</p>
<p>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.</p>	<ol style="list-style-type: none"> 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?

Other (please specify)

Please select all that apply.

Not answered

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



Respondent No: 185 Marion Leighton

Login: Doctors for Active, Safe Transport

Email: marion.leighton@ccdhb.org. nz

Q1. How important are these objectives to you?

Very important

Very important

Very important

Very important

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? ;

Very helpful

Very helpful

Very helpful

Very helpful

Very helpful

Very helpful

Very helpful

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

<p>Q13. Council's Central City Off-Street ParkingHigh ;parking space priority: mobility park, bicycle/micro-mobility parks, motorcycle parks, then short stay parks.Medium ;parking space priority: car share parks, EV charging parks, then commuter parks.Lowest parking space priority: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.To what degree do you think we have this correct for Council's central city off-street parking? ;</p>	<p>Agree</p>
<p>Q14. Is there anything else you would like to tell us about the proposed parking space hierarchies?</p> <p>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.</p>	
<p>Q15. Do you agree with this pricing approach?</p>	<p>Yes</p>
<p>Q16. Is there anything else you would like to tell us about this proposed pricing approach?</p> <p>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.</p>	
<p>Q17. Residents Parking SchemeWe are proposing to change existing and new residents' parking schemes. Residents' parking schemes prioritise residents to park on the street near their home and ensure access for their visitors. The introduction of a scheme will be guided by the number of households with off-street parking compared with households with no off-street parking.For more in depth information regarding ;the residents parking scheme, please see page 25 in the Statement of Proposal. Which of the following aspects would you like to see included in a residents parking scheme?Please tick all that apply.</p>	<p>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</p> <p>Set an annual application/renewal date and only issue permits for 12months (with a refund option if you move out of zone)</p> <p>Introduce online application and permitting system</p> <p>Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople etc to use</p> <p>If a second permit is issued for the same household, the second permit is more expensive</p> <p>Other (please specify)</p>
<p>Q18. Allocation of residents parking permitsPlease rank the following categories in order of priority with 1 being the highest and 8 being the lowest. ;Please put the priority rank from 1 - 8 to the left of the category.</p>	<p>1. Mobility permit holders</p>

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 cannot 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



Respondent No: 193 - Johnathon Fletcher

Login: Rightway52

Email: jontyfl1@gmail.com

Q1. How important are these objectives to you?

not answered

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

not answered

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

not answered

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

not answered

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 Strongly agree
;parking space priority: mobility park,
bicycle/micro-mobility parks, motorcycle parks,
then short stay parks.Medium ;parking space
priority: car share parks, EV charging parks,
then commuter parks.Lowest parking space
priority: loading zones, coach/bus parks, public
bus layover, urban design features, bus stops,
residents parks, then 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?

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 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

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 12 months (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-owner

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. 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.



Respondent No: 205 Isla Stewart

Login: IslaStewart

Email: isla.stewart@pm.me

Q1. How important are these objectives to you?

- Very important
- Somewhat important
- Somewhat unimportant
- Very important
- Somewhat important
- Very important
- 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? ;

- Somewhat helpful
- Very helpful
- Somewhat unhelpful
- Very helpful
- Neutral
- Very helpful
- Somewhat unhelpful
- 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 Agree
;parking space priority: mobility park,
bicycle/micro-mobility parks, motorcycle parks,
then short stay parks.Medium ;parking space
priority: car share parks, EV charging parks,
then commuter parks.Lowest parking space
priority: loading zones, coach/bus parks, public
bus layover, urban design features, bus stops,
residents parks, then 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?

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 Other (please specify)
change existing and new residents' parking
schemes. Residents' parking schemes prioritise
residents to park on the street near their home
and ensure access for their visitors. The
introduction of a scheme will be guided by the
number of households with off-street parking
compared with households with no off-street
parking.For more in depth information regarding
;the residents parking scheme, please see page
25 in the 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 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. 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

	Respondent No: 213	Responded At: May 18, 2020 11:31:24 am
	Login: Bernard O'Shaugnessy	Last Seen: May 19, 2020 02:04:30 am
	Email: helen.bolton@wcc.govt.nz	IP Address: 180.210.209.1

Q1. How important are these objectives to you?

- Very important
- Very important
- Neutral
- Very important
- Very important
- Very important
- 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? ;

- Very helpful
- Somewhat helpful
- Somewhat helpful
- Somewhat helpful
- Somewhat helpful
- 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 ParkingHigh ;parking space priority: mobility park, bicycle/micro-mobility parks, motorcycle parks, then short stay parks.Medium ;parking space priority: car share parks, EV charging parks, then commuter parks.Lowest parking space priority: loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then 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
-
- Q18. Allocation of residents parking permitsPlease rank the following categories in order of priority with 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 within 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.



Respondent No: 51
Kathleen Griffin
Email: k0@outlook.co.nz

Responded At: Mar 17, 2020 15:12:29 pm
Last Seen: Mar 17, 2020 01:55:58 am
IP Address: 222.153.223.186

Q1. How important are these objectives to you?

- Very important
- Somewhat important
- Somewhat important
- Neutral
- Somewhat important
- Somewhat important
- 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? ;

- Very helpful
- Somewhat helpful
- Very helpful
- Somewhat helpful
- Somewhat unhelpful
- Very helpful
- 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 ParkingHigh Neutral
;parking space priority: mobility park,
bicycle/micro-mobility parks, motorcycle parks,
then short stay parks.Medium ;parking space
priority: car share parks, EV charging parks,
then commuter parks.Lowest parking space
priority: loading zones, coach/bus parks, public
bus layover, urban design features, bus stops,
residents parks, then 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?

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 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. 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?

Motorcycle/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.



17 April 2019

Helen Bolton
Senior Policy Advisor
Wellington City Council
PO Box 2199
Email: policy.submission@wcc.govt.nz

SUBMISSION ON WELLINGTON CITY COUNCIL PARKING POLICY REVIEW

INTRODUCTION

WellingtonNZ, the Regional Economic Development Agency for the Wellington Region (WREDA), supports economic performance throughout the region to enhance prosperity and liveability. We market Wellington as a destination for visitors, migrants and investors; help businesses grow and innovate; advocate for Wellington's economy; attract and promote major events and run Wellington city's major civic venues.

As the agency responsible for promoting and developing Wellington as a visitor destination, WellingtonNZ believes it is important to make its views known in relation to proposed Council activity that could influence its operations, as well as Wellington's destination development and marketing in the future.

OUR SUBMISSION

WellingtonNZ supports the Council's vision of Wellington becoming a city where people and goods can move through the city easily as part of an integrated Transport Plan. We are concerned however that the Parking Policy 2020 Statement of Proposal makes no reference to Wellington's \$2.7 billion dollar domestic and international visitor economy.

- 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.

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 overnighing 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.

Thank you for considering our submission. I would like to make an oral submission on behalf of the Wellington visitor economy when consultation resumes.

Yours sincerely,

David Perks
GM Regional Development, Destination & Attraction

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Have your say

SURVEY RESPONSE REPORT

28 March 2019 - 18 May 2020

PROJECT NAME:

Smarter Ways to Manage Parking

FILTER BY:

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

Answered : Yes,-I-would-like-to-submit-an-oral-submission-



Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

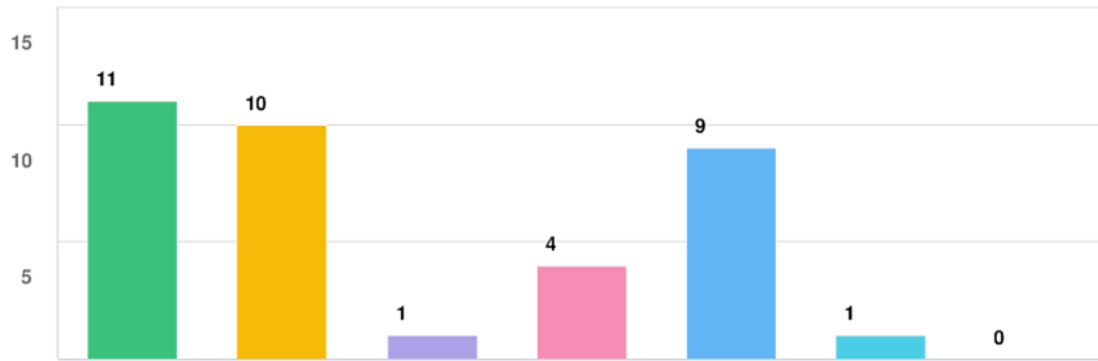


REGISTRATION QUESTIONS

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Q1 What is your connection to Wellington City? Tick all that apply



Question options

- I live in Wellington
- I work in Wellington
- I study in Wellington
- I own a business in Wellington
- I am a Wellington City ratepayer
- Prefer not to say
- I am a visitor to Wellington

Q2 If you are participating on this website on behalf of a business or organisation please specify which one.

mjohns 4/08/2019 08:09 PM	Wellington
Tania 5/02/2019 10:04 PM	Aotearoa Accessibility Tourism travel tours
Doctors for Active, Safe Transport 6/06/2019 08:54 PM	Doctors for Active, Safe Transport
Wellingtonianatheart 8/13/2019 03:25 PM	Micromobility Industries
patrick1 4/02/2020 11:10 AM	Cycling Action Network Inc.

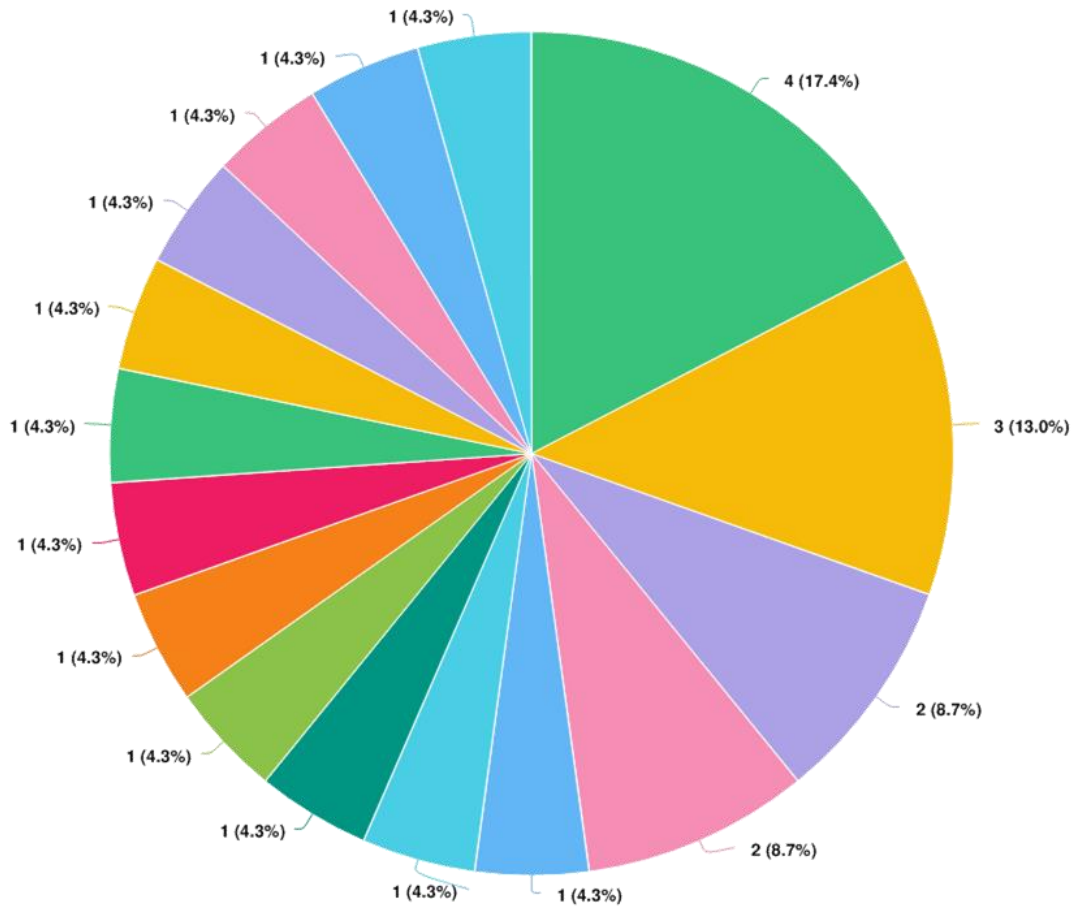
Optional question (5 responses, 18 skipped)

Question type: SingleLineQuestion

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Q3 What suburb do you live in?



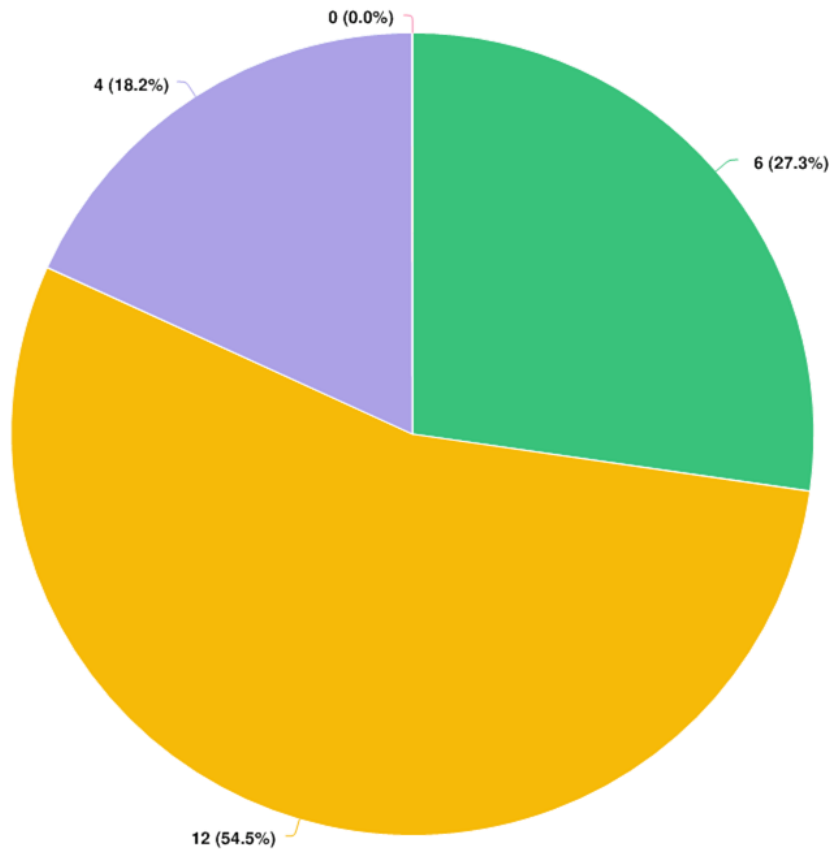
Question options

- Newtown, Wellington
- Te Aro, Wellington
- Khandallah, Wellington
- Northland, Wellington
- skipped
- Melrose, Wellington
- Paraparaumu, Paraparaumu
- Aro Valley, Wellington
- Mount Victoria, Wellington
- Island Bay, Wellington
- Seatoun, Wellington
- Oriental Bay, Wellington
- Wilton, Wellington
- BROOKLYN, Wellington
- Pipitea, Wellington
- Karori, Wellington

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Q4 Gender



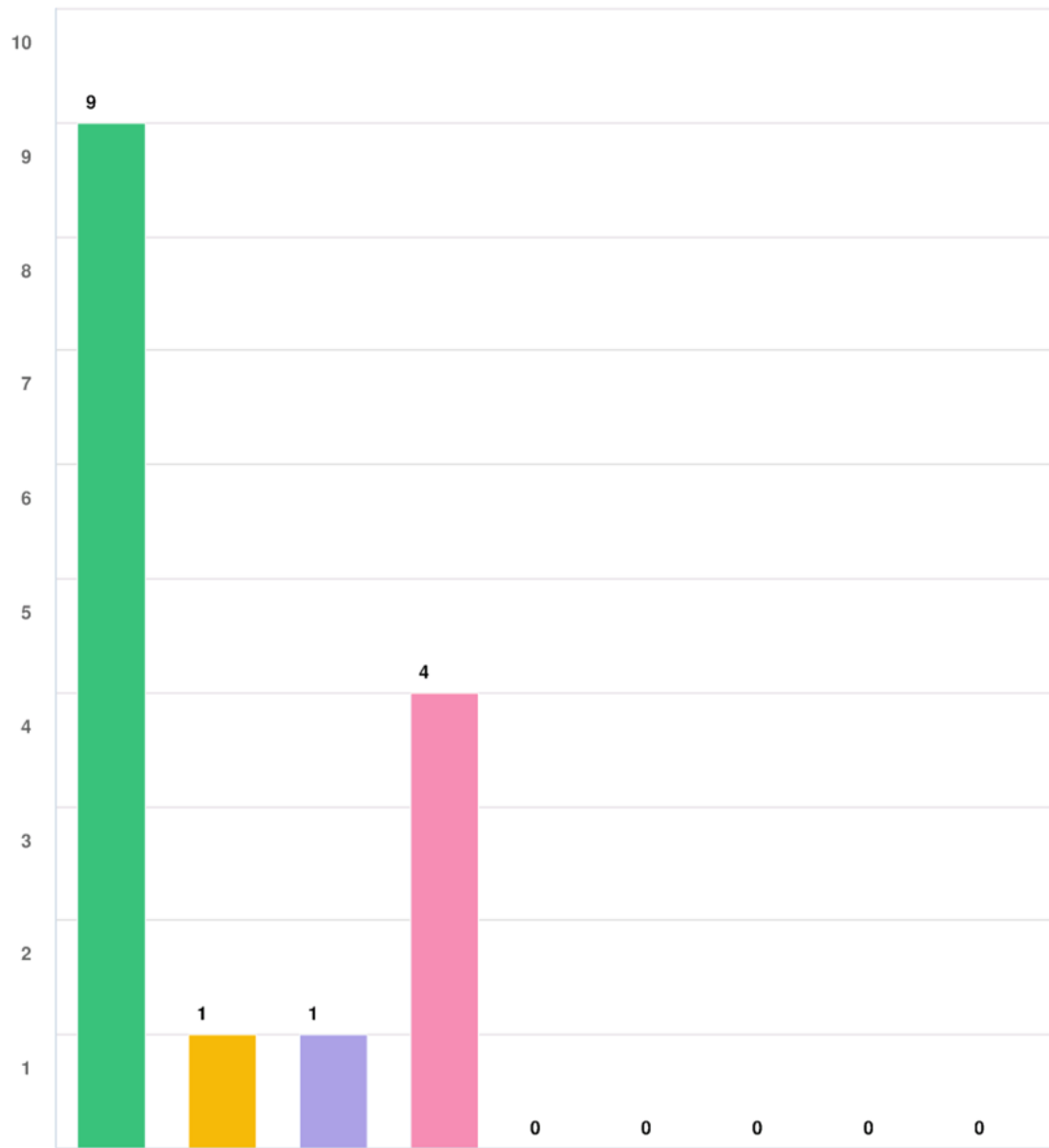
Question options

- Female
- Male
- Prefer not to say
- Gender non-binary/ gender diverse

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Q5 Ethnicity



Question options

- NZ European/Pakeha
- Chinese
- Indian
- Other - please specify
- Māori
- Samoan
- Cook Island Māori
- Nieuuan
- Japanese

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Q6 Please specify what ethnic group(s) you identify with?

Ingrid
5/06/2019 01:25 PM
American of primarily European descent

Rightway52
1/27/2020 07:01 PM
English immigrant

maclir
3/16/2020 02:21 PM
Celt

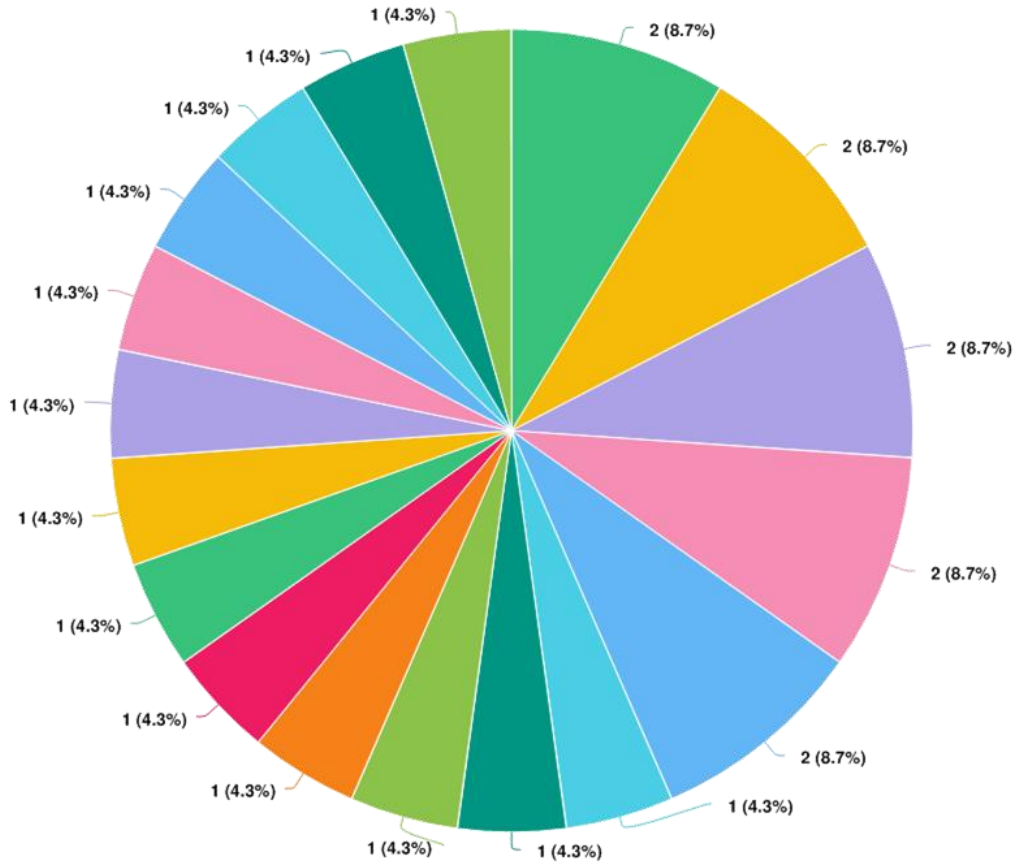
Kathleen
3/17/2020 02:53 PM
Latin American

Optional question (4 responses, 19 skipped)
Question type: SingleLineQuestion

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Q7 Year of birth



Question options

- Slice
- 1964
- 1968
- 1950
- 1967
- 1978
- 1985
- 2001
- 1959
- 1992
- 1975
- 1952
- 1986
- 1965
- 1963
- 1980
- 1996
- 1977

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Q1 How important are these objectives to you?

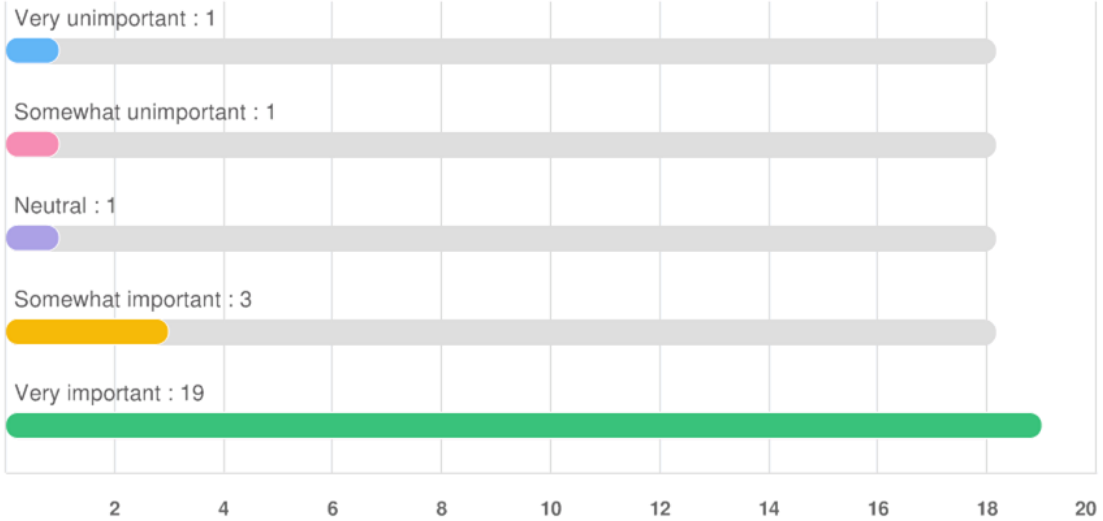


Q1 How important are these objectives to you?

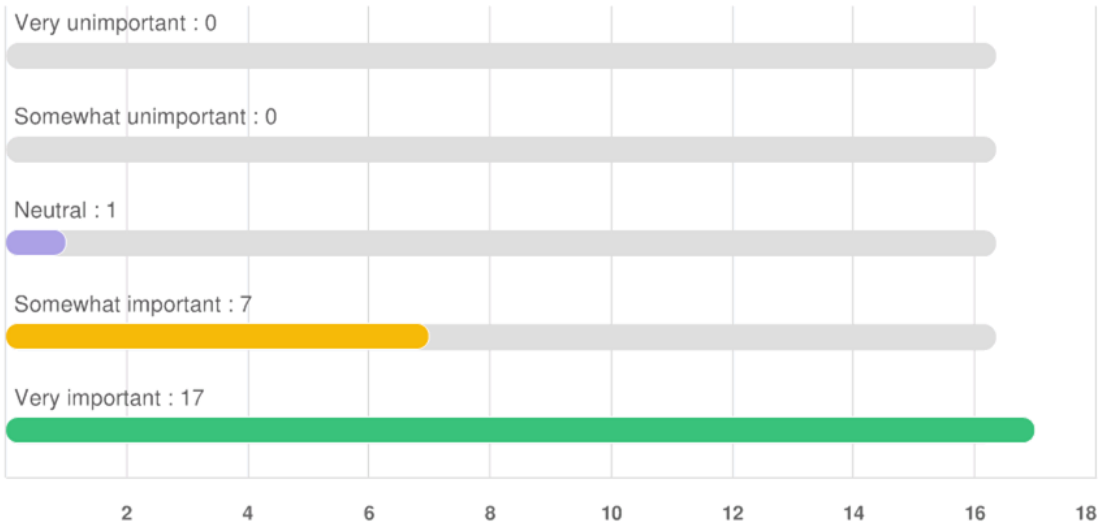
Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Support shift in type of transport used



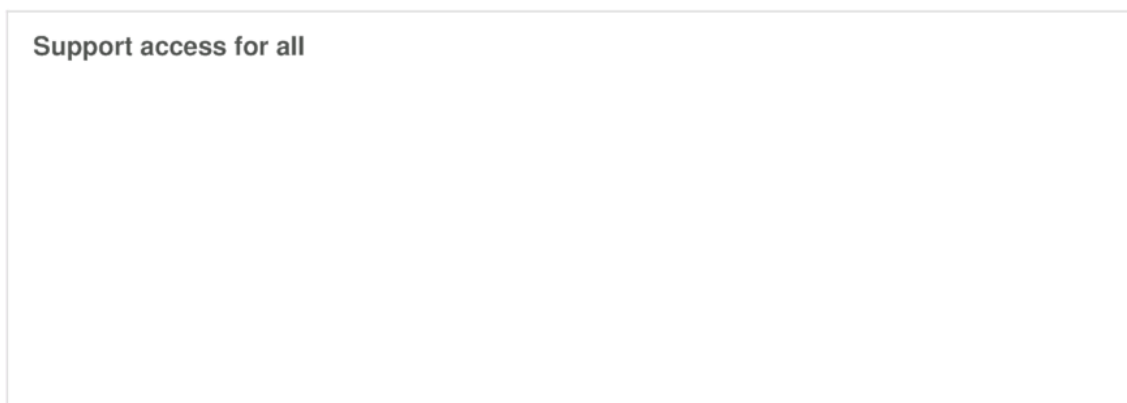
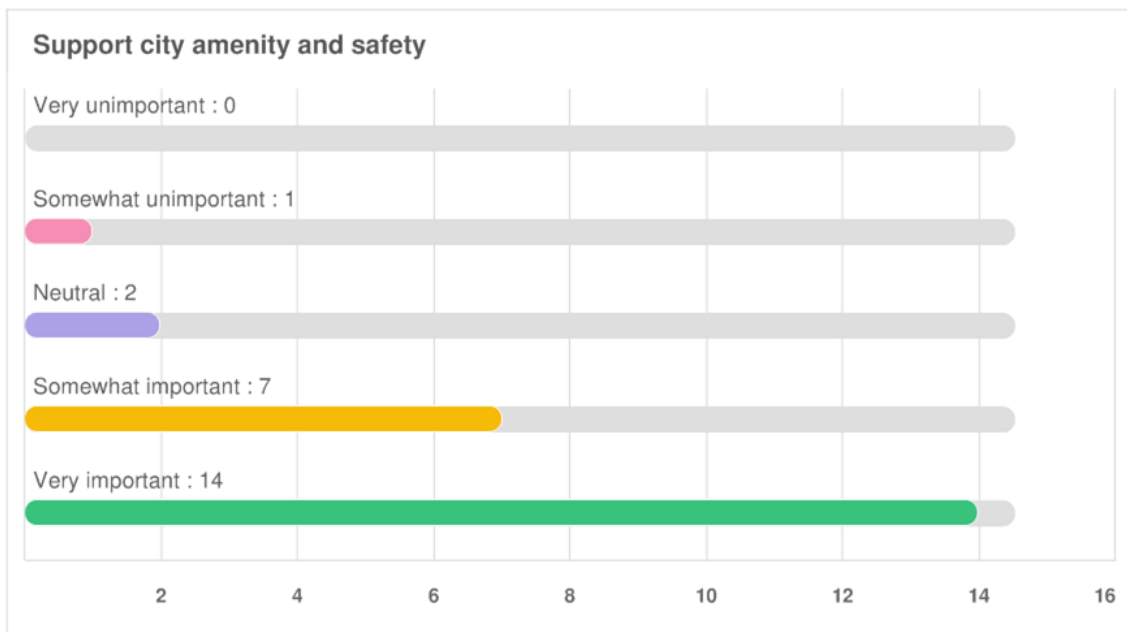
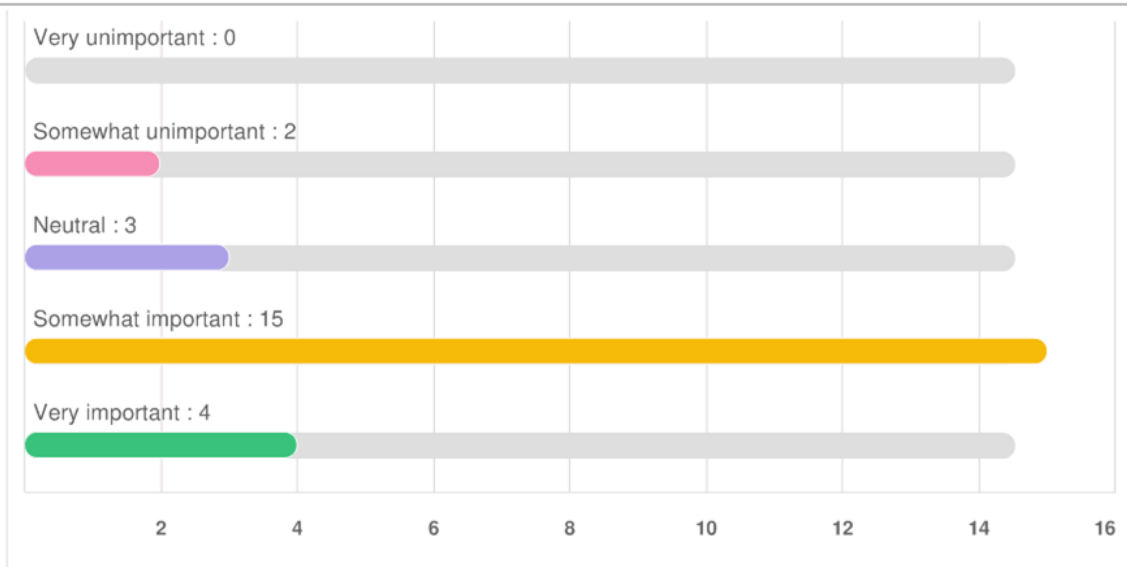
Support safe movement



Support business wellbeing

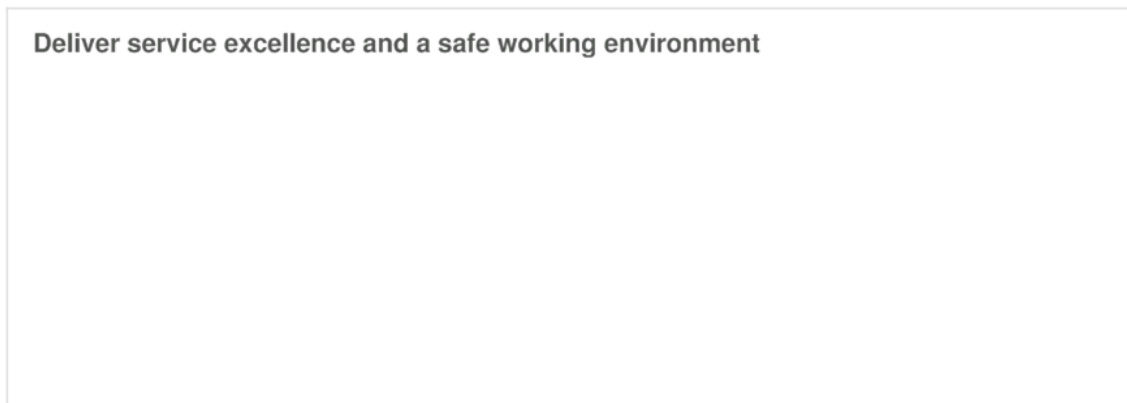
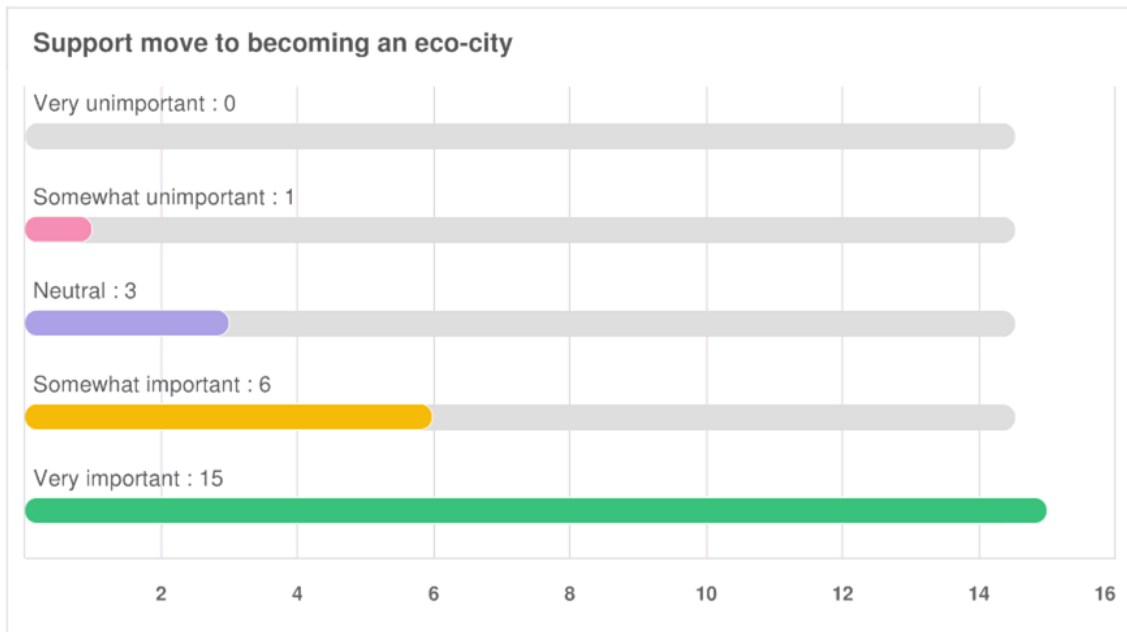
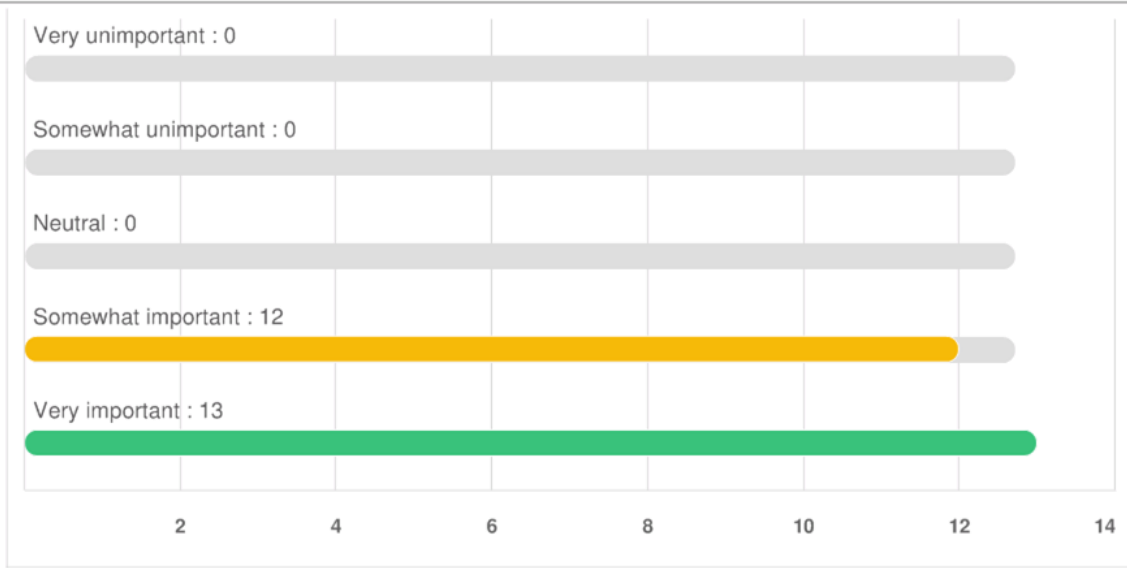
Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
 Wellington City Council
 Me Heke Ki Pōneke



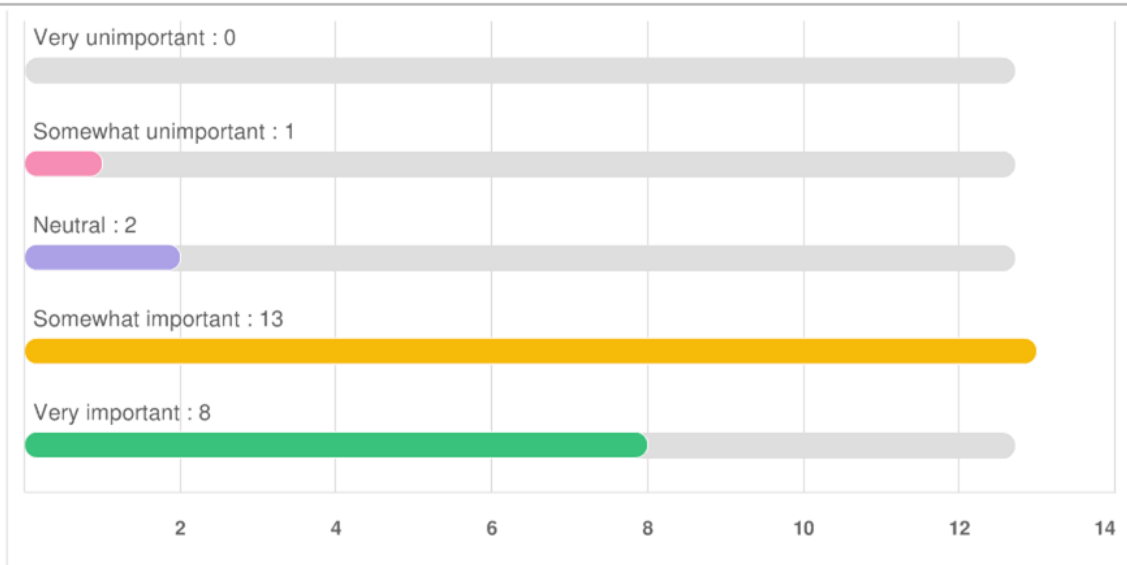
Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke



Q2 Are there any objectives you think we have missed?

- | | |
|---|--|
| <p>sudsie
3/16/2020 06:27 PM</p> | <p>Should be supporting business being closer to home and school. Increasing the capacity of business in the suburbs will decrease unnecessary movement.</p> |
| <p>Jill
3/16/2020 09:30 PM</p> | <p>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.</p> |
| <p>Klh
3/17/2020 11:15 AM</p> | <p>Support for needs for space, nature and open areas for physiological and cultural wellbeing</p> |
| <p>rawsoncj
3/17/2020 03:59 PM</p> | <p>Increase number of parks available for motorcycles as part of encouraging more efficient traffic solutions as opposed to cars.</p> |
| <p>Advostrat
3/17/2020 11:46 PM</p> | <p>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.</p> |
| <p>gavinknight
3/18/2020 08:04 PM</p> | <p>parking should be affordable (and often, free) to encourage people to come into the city</p> |
| <p>Tania
3/19/2020 12:34 PM</p> | <p>its important to have objectives i can tell you something.</p> |
| <p>Zfactor
3/22/2020 11:17 PM</p> | <p>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?</p> |

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

patrick1 4/02/2020 03:15 PM	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.
chrisp 4/04/2020 05:44 PM	Clearways to allow two way access from suburbs close to the city.
Wellingtonianatheart 4/14/2020 01:52 PM	- Provide low-cost means to travel quickly around the city. - Provide a discussion about the fairness of road space allocation
Doctors for Active, Safe Transport 4/22/2020 03:23 PM	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.

Optional question (14 responses, 13 skipped)**Question type:** EssayQuestion

Filtering by: **Please check below if you 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-

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

- maclair
3/16/2020 02:39 PM
They are not objectives, as stated, they are goals. Objectives need to be measurable.
- Jill
3/16/2020 09:30 PM
Again access for all is vague, is this equal access, equitable access,
- Advostrat
3/17/2020 11:46 PM
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.
- Tania
3/19/2020 12:34 PM
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.
- Zfactor
3/22/2020 11:17 PM
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.
- mjohns
4/02/2020 01:43 PM
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.
- chrisp
4/04/2020 05:44 PM
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.
- Helen@WCC
4/14/2020 10:33 AM
We support the proposed objectives of the Parking Policy
- Wellingtonianatheart
4/14/2020 01:52 PM
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.

Optional question (11 responses, 16 skipped)

Question type: EssayQuestion

Filtering by: <p>Please check below if you want to make an oral submission</p><p>(Oral submissions will be scheduled for the end of May with additional dates at the end of June)</p> Yes,-I-would-like-to-submit-an-oral-submission-

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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



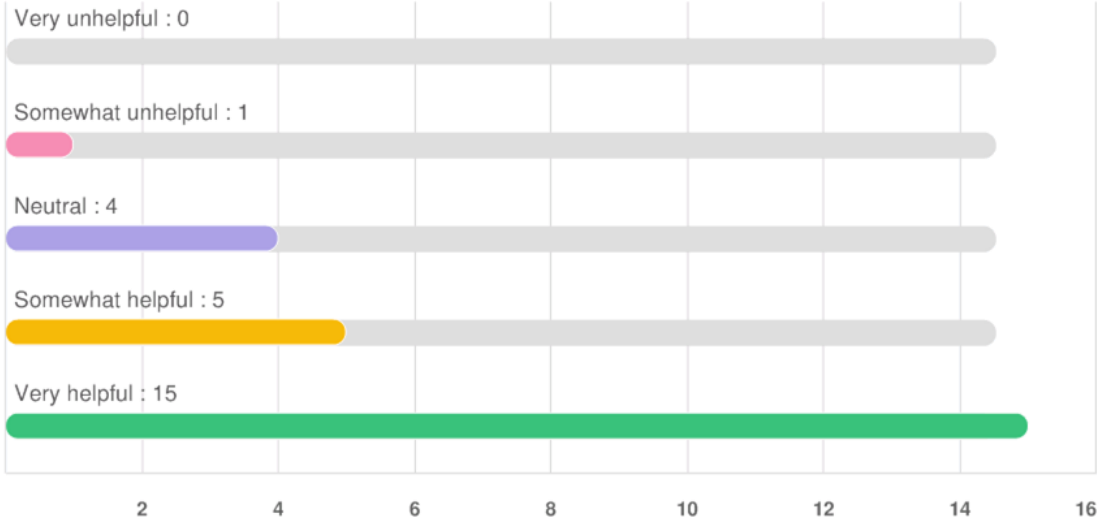
Q4 To what extent do you think these principles will help us achieve our

Have your say : Survey Report for 28 March 2019 to 18 May 2020

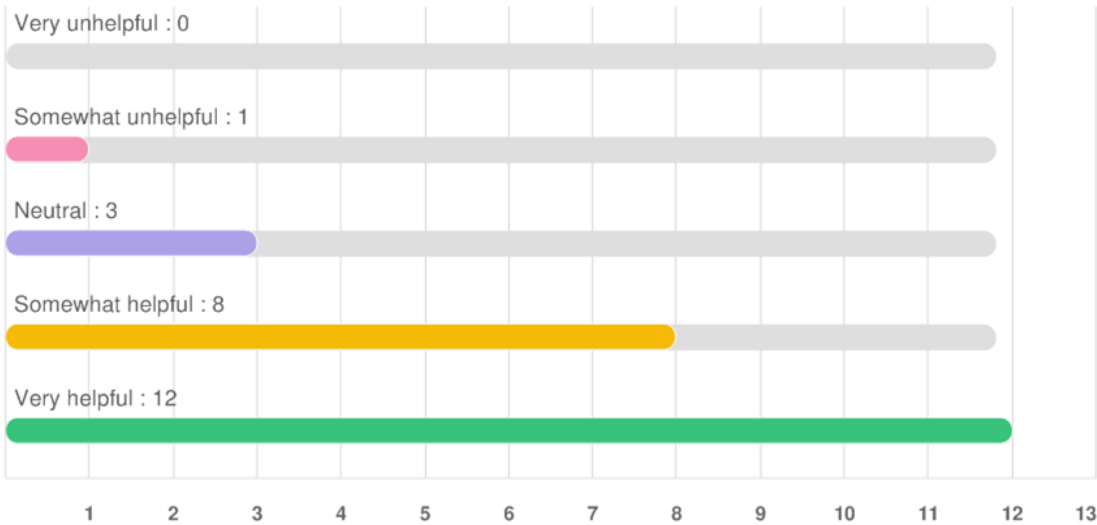
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

objectives?

Making changes that link to improvements in transport system



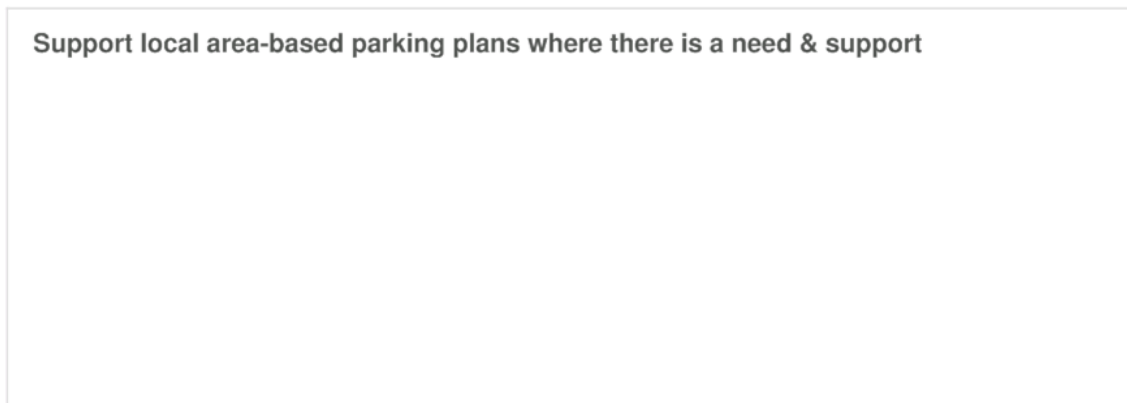
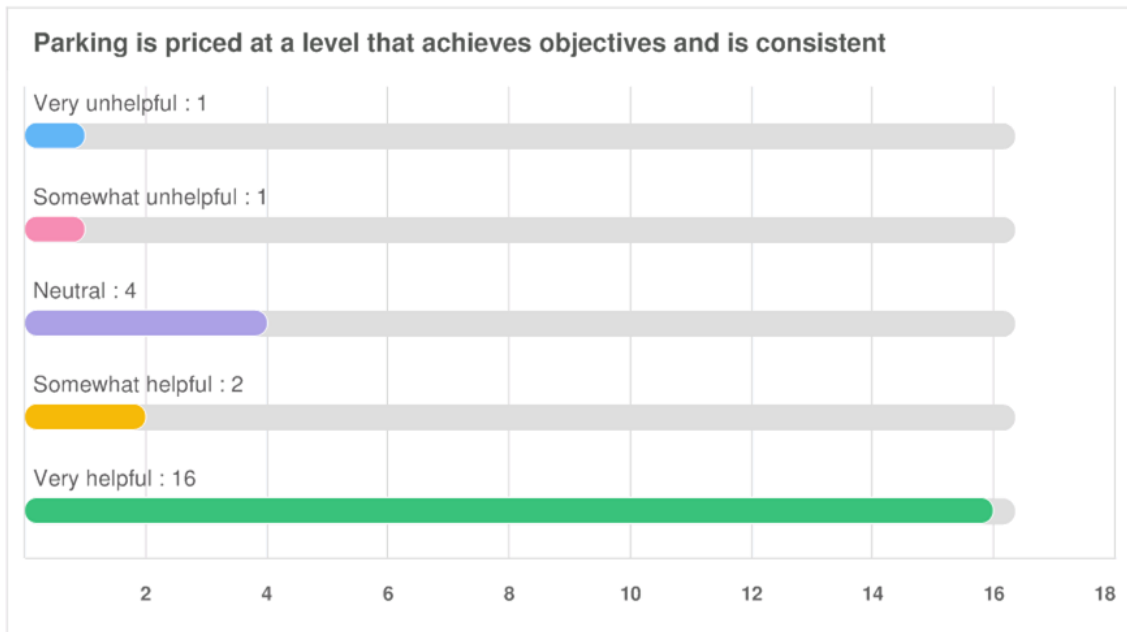
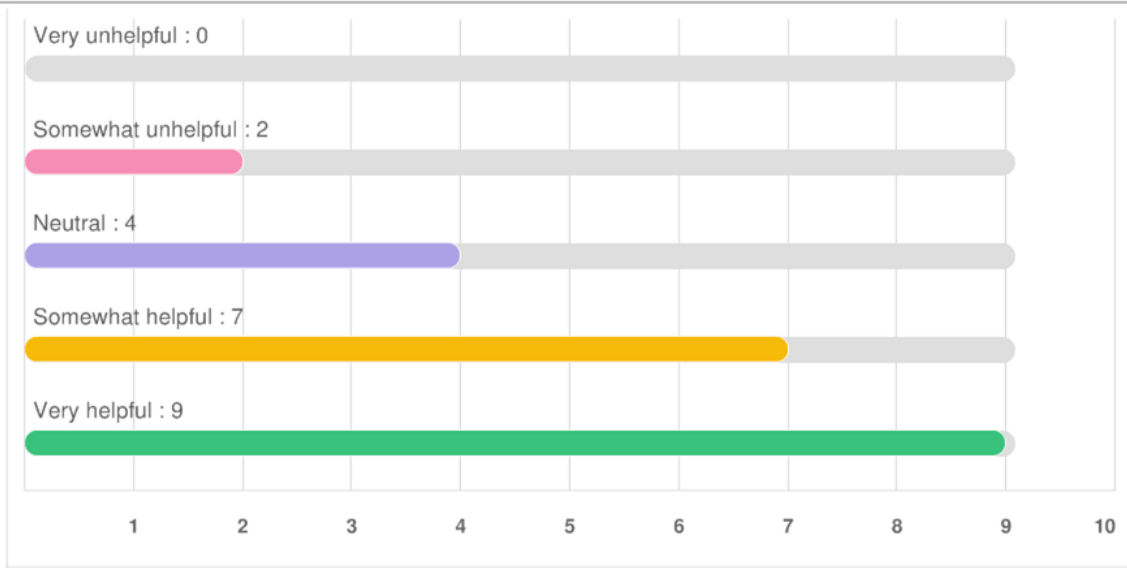
Prioritise how Council-controlled parking is managed



Ensure that access to the city and suburban centres are inclusive and prioritise those who need it

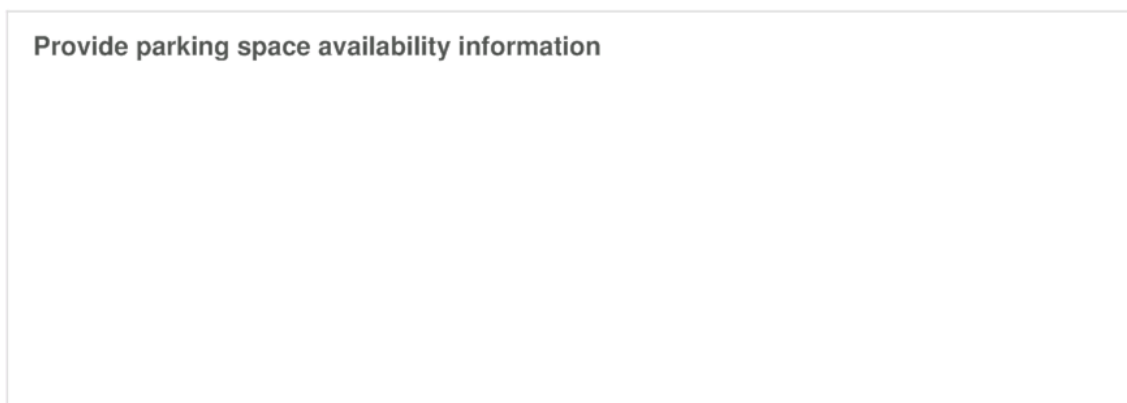
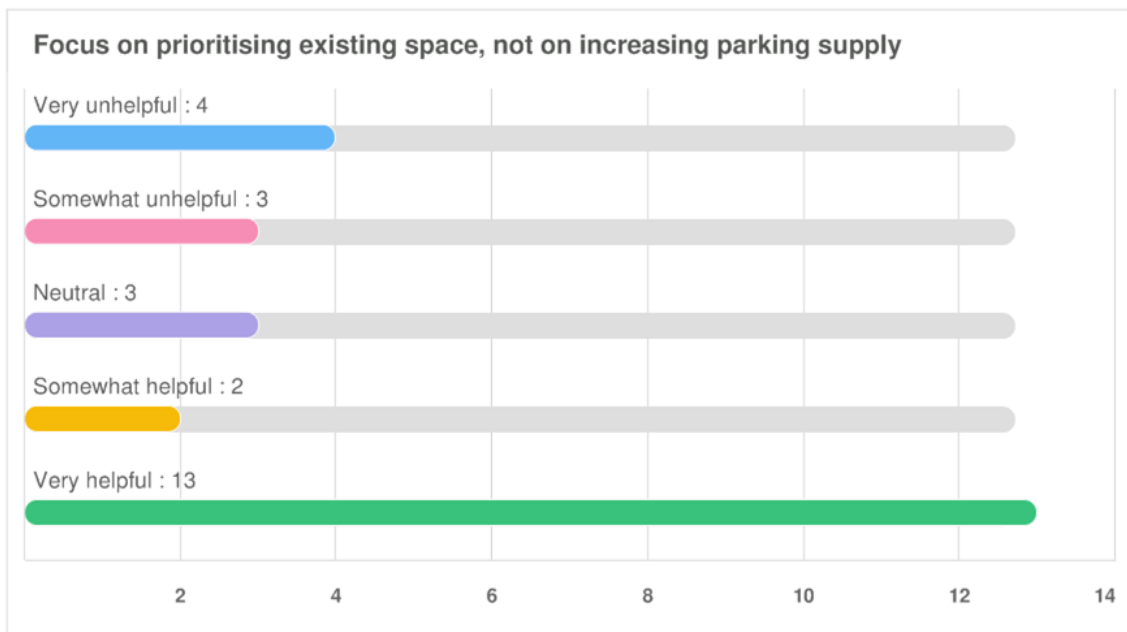
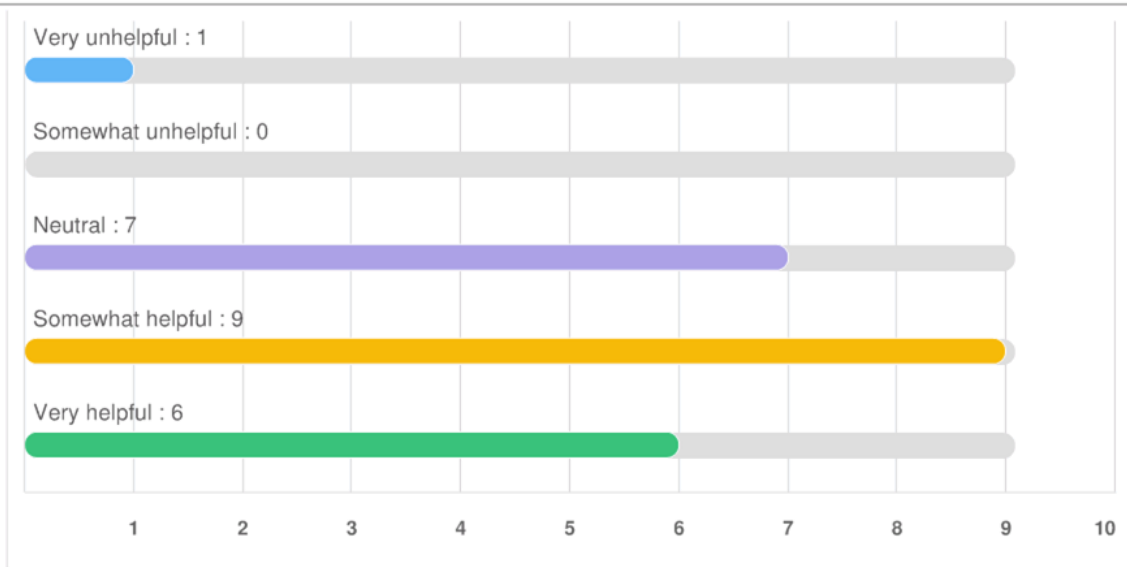
Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

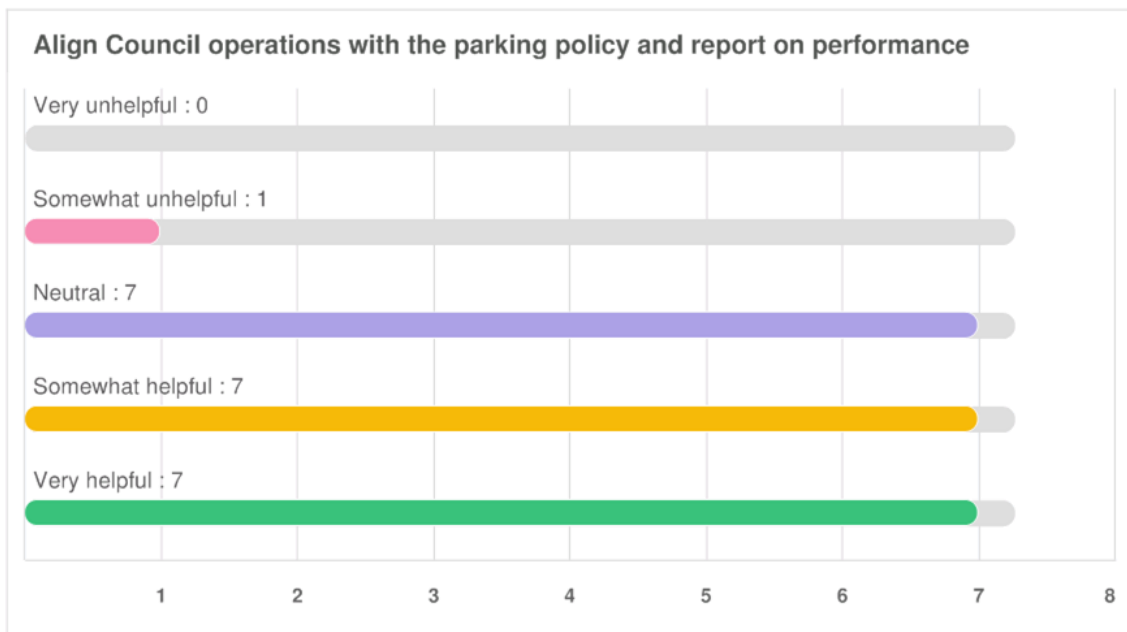
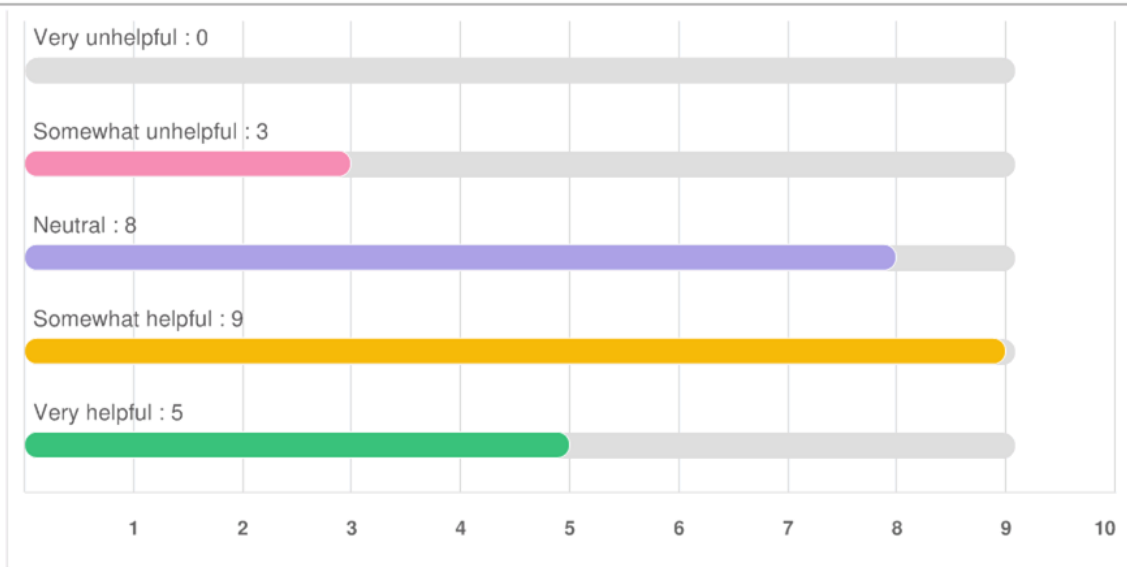


Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
 Wellington City Council
 Me Heke Ki Pōneke



Have your say : Survey Report for 28 March 2019 to 18 May 2020



Q5 Are there any principles you think we have missed?

- sudsie
3/16/2020 06:27 PM

More parking space is needed in suburbs to create a new environment.
- j0n00
3/16/2020 08:43 PM

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 suburbs
- Jill

Need to decrease parking for private vehicles in central city, (but increase

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

3/16/2020 09:30 PM	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.
Klh 3/17/2020 11:15 AM	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)
Kathleen 3/17/2020 03:12 PM	Efficient use of current space
Advostrat 3/17/2020 11:46 PM	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?
Tania 3/19/2020 12:34 PM	oh well i will like to say something about the problem is the issues.
Zfactor 3/22/2020 11:17 PM	Differential pricing based on vehicle emissions. Use parking as a signal to encourage electric vehicle adoption - dedicated ev spaces, free charging while parking etc.
patrick1 4/02/2020 03:15 PM	I can't see any consideration of Te Tiriti in the discussion document. Suggest you get some advice from Tiriti partners.
chrisp 4/04/2020 05:44 PM	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,
timjones 4/14/2020 03:00 PM	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.
Rightway52 5/03/2020 05:30 PM	Control all parking in the central city
Jeff montgomery 5/13/2020 09:39 PM	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

Optional question (15 responses, 12 skipped)

Question type: EssayQuestion

Filtering by: <p>Please check below if you want to make an oral submission</p><p>(Oral

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

submissions will be scheduled for the end of May with additional dates at the end of June)</p> Yes,-I-would-like-to-submit-an-oral-submission-

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

<p>maclair 3/16/2020 02:39 PM</p>	Principles come first, and need to be agreed before objectives are set. There appears to some very woolly thinking at play here.
<p>Jill 3/16/2020 09:30 PM</p>	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.
<p>rawsoncj 3/17/2020 03:59 PM</p>	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!
<p>Tania 3/19/2020 12:34 PM</p>	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
<p>Zfactor 3/22/2020 11:17 PM</p>	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.
<p>mjohns 4/02/2020 01:43 PM</p>	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.
<p>chrisp 4/04/2020 05:44 PM</p>	Provide off street parking areas for commutes. E.g. Using park of Appleton Park for parking so streets can be clear.
<p>Helen@WCC 4/14/2020 10:33 AM</p>	We support the proposed principles of the Parking Policy
<p>Doctors for Active, Safe Transport 4/22/2020 03:23 PM</p>	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.
<p>Rightway52 5/03/2020 05:30 PM</p>	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

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

IslaStewart

5/14/2020 04:32 AM

parking - both council provided and privately provided is critical to success.
Pricing parking such to eliminate parking subsidies would go a long way.

Optional question (13 responses, 14 skipped)

Question type: EssayQuestion

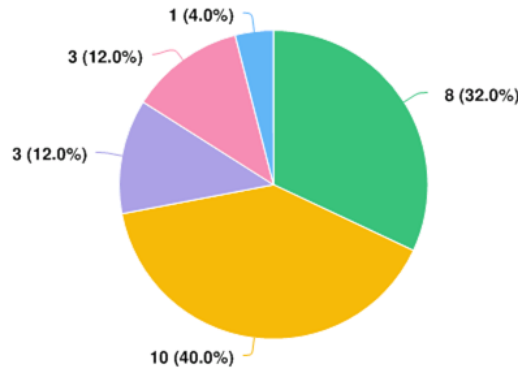
Filtering by:

<p>Please check below if you want to make an oral submission</p><p>(Oral submissions will be scheduled for the end of May with additional dates at the end of June)</p> Yes,-I-would-like-to-submit-an-oral-submission-

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Q7 Key Transport Routes(such as Lambton Quay, Thorndon Quay, etc.)Highparking space priority: bus stops.Lowparking space prior...



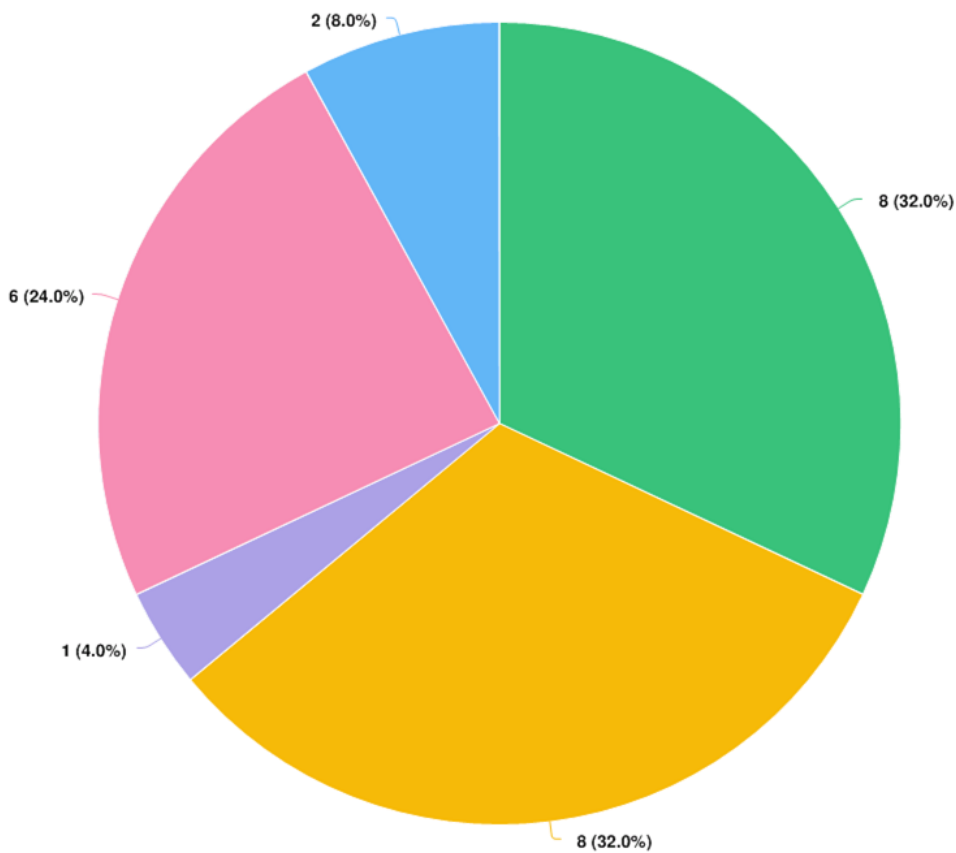
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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, ...



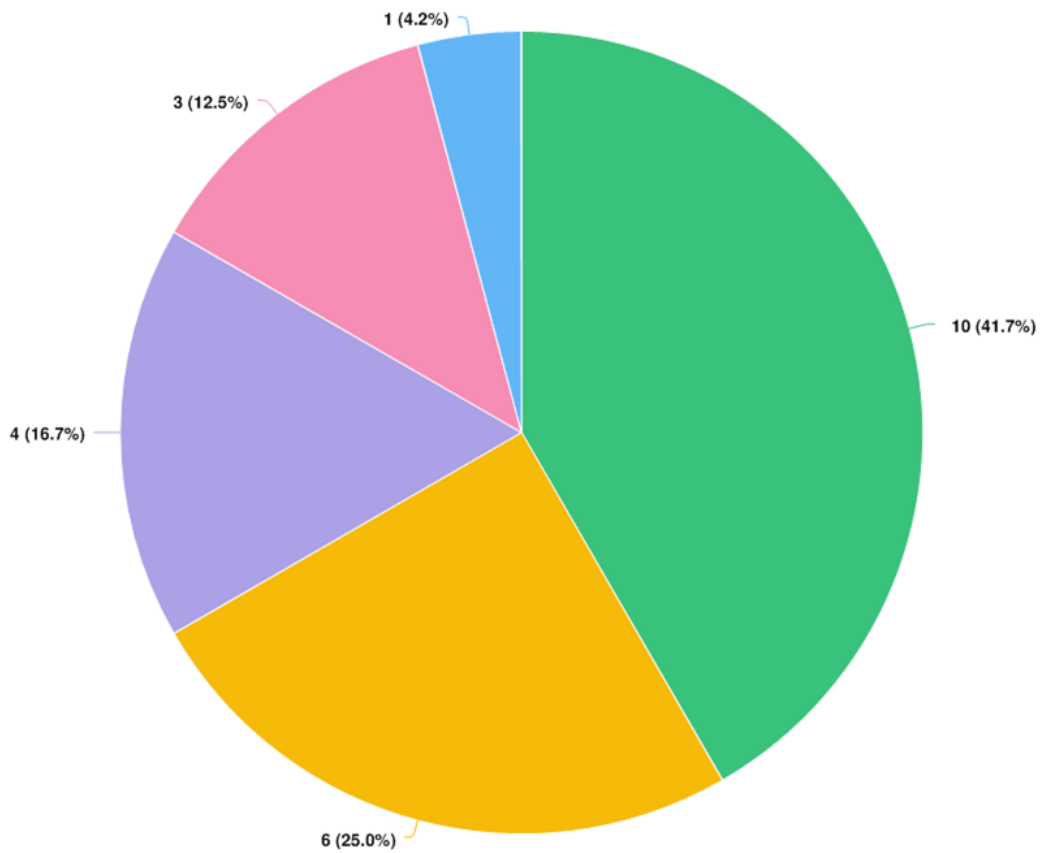
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Q9 Suburban Centres(shopping precincts)Highparking space priority: bus stops, mobility parks, urban design features, bicycle/micro-mobility parks, then short stay parks.Mediumparking spacepriority: loading zones, motorcycle parks, small passenger serv...



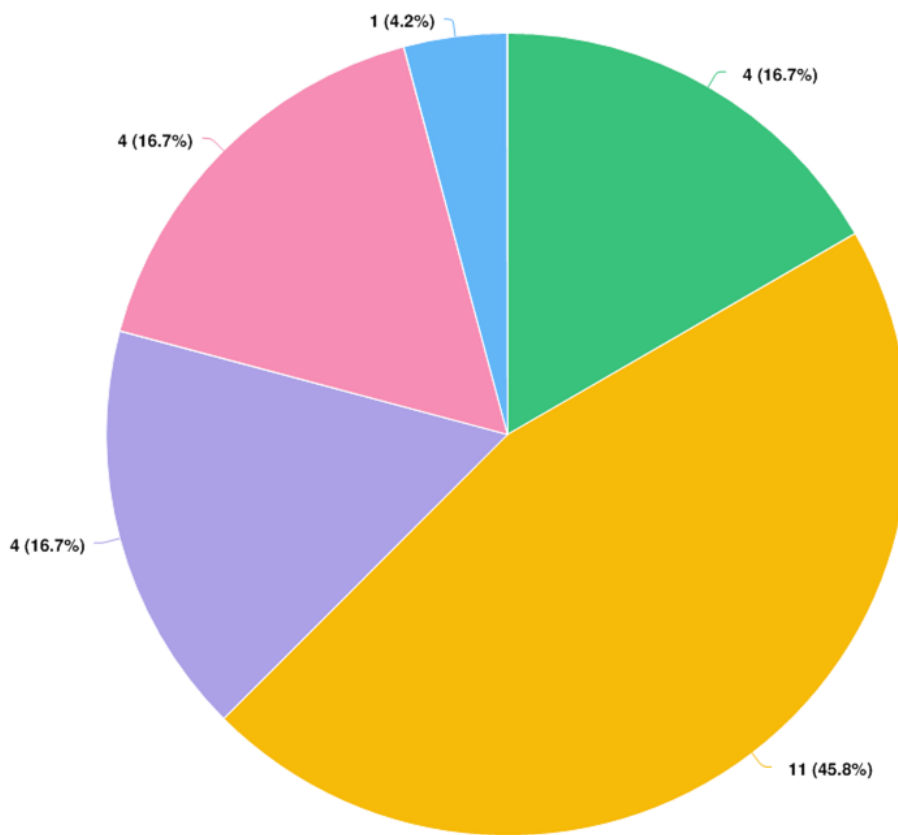
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Q10 City FringeHighparking space priority:bus stops, urban design features, residents parks, then car share parks.Mediumparking space priority: mobility parks then EV charging parks.Lowparking space priority: short stay parks, loading zones, bicycle/mi...



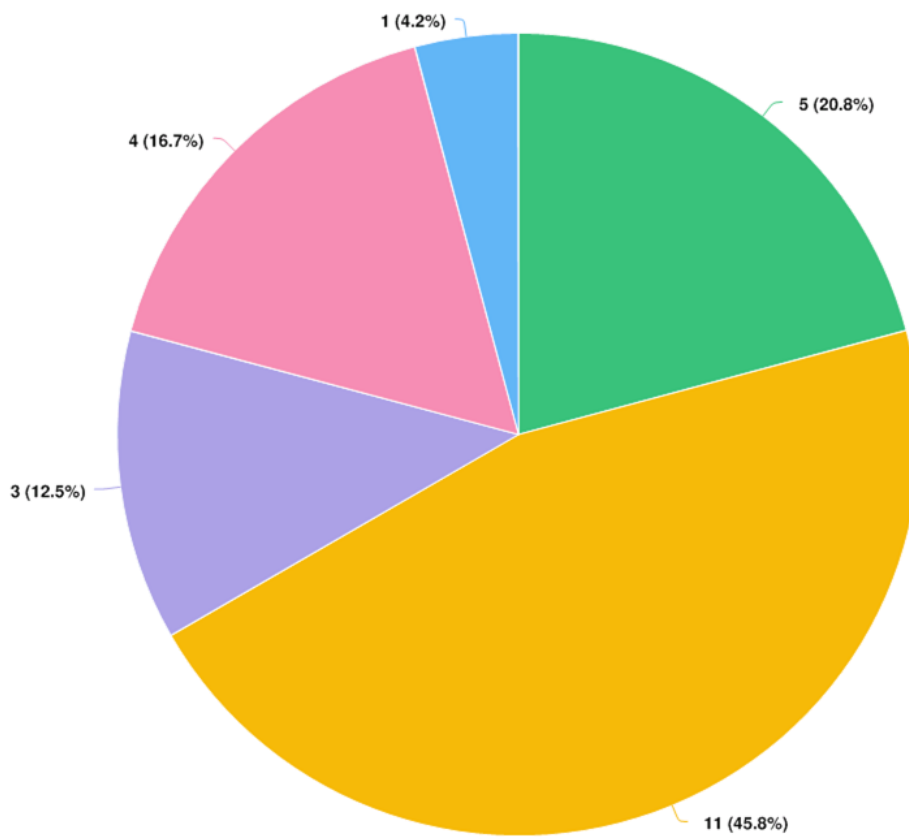
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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...



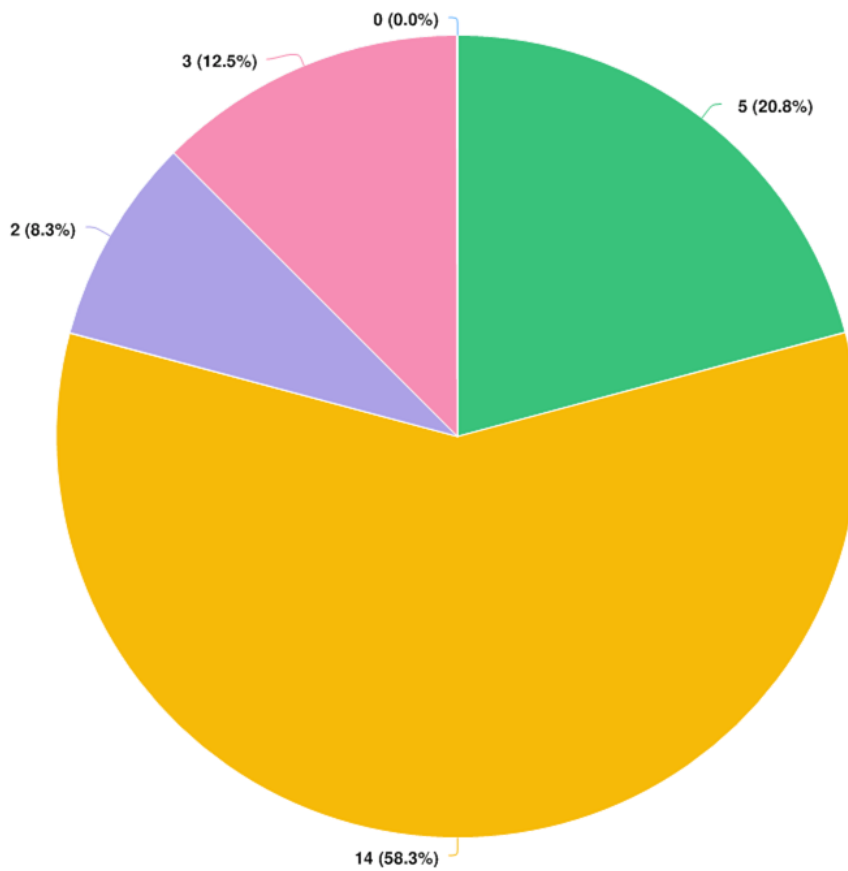
Question options

- Strongly Disagree
- Disagree
- Neutral
- Agree
- Strongly Agree

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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 ...



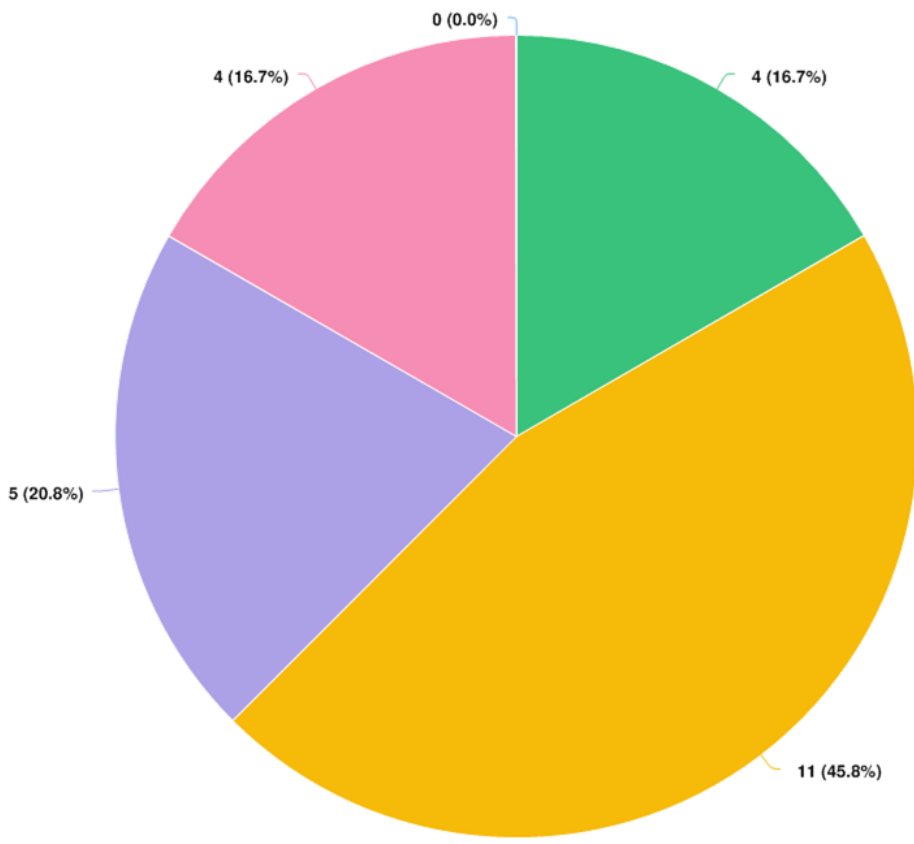
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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 p...



Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

maclair

3/16/2020 02:39 PM

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.

sudsie

3/16/2020 06:27 PM

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.

j0n00

3/16/2020 08:43 PM

Private car parking should never be "High" priority. People living in the City Fringe should provide their own storage for their cars.

Jill

3/16/2020 09:30 PM

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 suburban shopping areas, again this is VERY common overseas. And is really good for businesses,shops cafes etc.

Klh

3/17/2020 11:15 AM

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

Kathleen

3/17/2020 03:12 PM

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. 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.

rawsoncj

3/17/2020 03:59 PM

Advostrat

3/17/2020 11:46 PM

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

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Tania 3/19/2020 12:34 PM	deserve to use its amenities its very big high priority for everyone and what important to the people want
Zfactor 3/22/2020 11:17 PM	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.
mjohns 4/02/2020 01:43 PM	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.
chrisp 4/04/2020 05:44 PM	Commuter parks to be restricted by clearways during the day and more coupon parkings.
Helen@WCC 4/14/2020 10:33 AM	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.
Wellingtonianatheart 4/14/2020 01:52 PM	I appreciate how you've structured this, and agree with the framing.
timjones 4/14/2020 03:00 PM	In outer residential areas, I would prefer bicycle/micromobility parking to have the medium priority.
Doctors for Active, Safe Transport 4/22/2020 03:23 PM	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 stops us from being able to use the road space for everyone who needs to move around.
Helen@WCC 4/29/2020 09:52 AM	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

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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.

Rightway52
5/03/2020 05:30 PM

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

Have your say : Survey Report for 28 March 2019 to 18 May 2020



Jeff montgomery

5/13/2020 09:39 PM

coming to town in the middle of the day tend to assume park'n'ride is not an option.

Resident parking spaces should reflect land value and rates levels in that areas

Optional question (21 responses, 6 skipped)

Question type: EssayQuestion

Filtering by:

Please check below if you want to make an oral submission

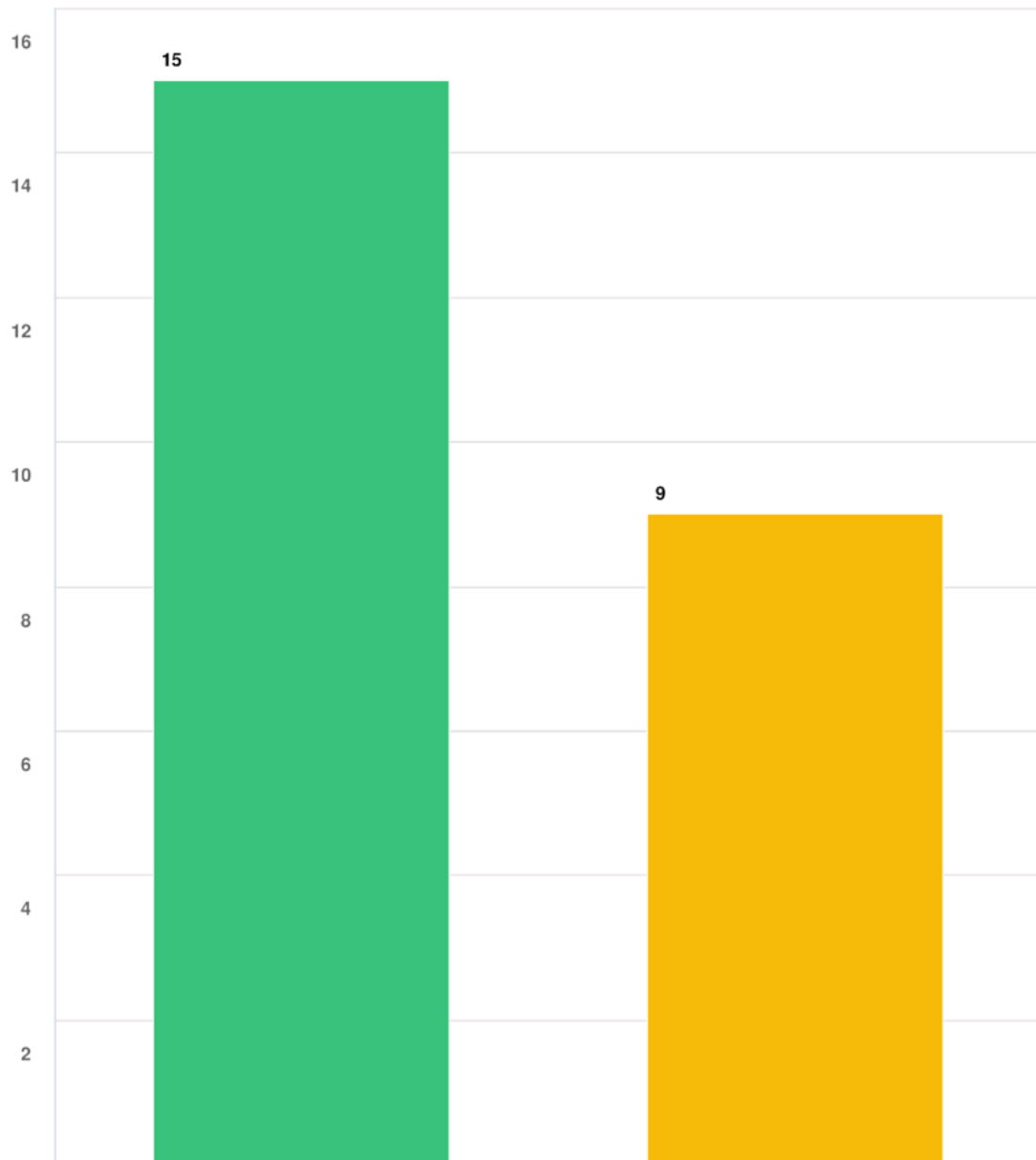
(Oral submissions will be scheduled for the end of May with additional dates at the end of June)

Yes,-I-would-like-to-submit-an-oral-submission-

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Q15 Do you agree with this pricing approach?



Question options

- No
- Yes

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Q16 Is there anything else you would like to tell us about this proposed pricing approach?**

maclir 3/16/2020 02:39 PM	I have no confidence that you can manage this sensibly.
sudsie 3/16/2020 06:27 PM	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.
j0n00 3/16/2020 08:43 PM	Minimum price should be set high to ensure that car usage is not encouraged outside of peak times/areas
Jill 3/16/2020 09:30 PM	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.
Klh 3/17/2020 11:15 AM	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.
rawsoncj 3/17/2020 03:59 PM	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.
Advostrat 3/17/2020 11:46 PM	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
Tania 3/19/2020 12:34 PM	slow prices and expensive about the prices cost
Zfactor 3/22/2020 11:17 PM	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.
mjohns 4/02/2020 01:43 PM	This has to be regularly reviewed, please built an annual review process into how parking is priced as behaviours change in response to pricing.
patrick1 4/02/2020 03:15 PM	This is consistent with Donald Shoup's advice. See https://www.goodreads.com/book/show/101843.The_High_Cost_of_Free_Parking
Helen@WCC 4/14/2020 10:33 AM	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.
Mike Mellor	Rather than in low-demand areas "to encourage people to park" I suggest "to

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

4/14/2020 01:26 PM

Wellingtonianatheart

4/14/2020 01:52 PM

Doctors for Active, Safe
Transport

4/22/2020 03:23 PM

Rightway52

5/03/2020 05:30 PM

enable people to park". Encouraging parking means encouraging private vehicle use, which is inconsistent with other WCC policies.

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.

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.

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).

Jeff montgomery

5/13/2020 09:39 PM

IslaStewart

5/14/2020 04:32 AM

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.

Optional question (20 responses, 7 skipped)

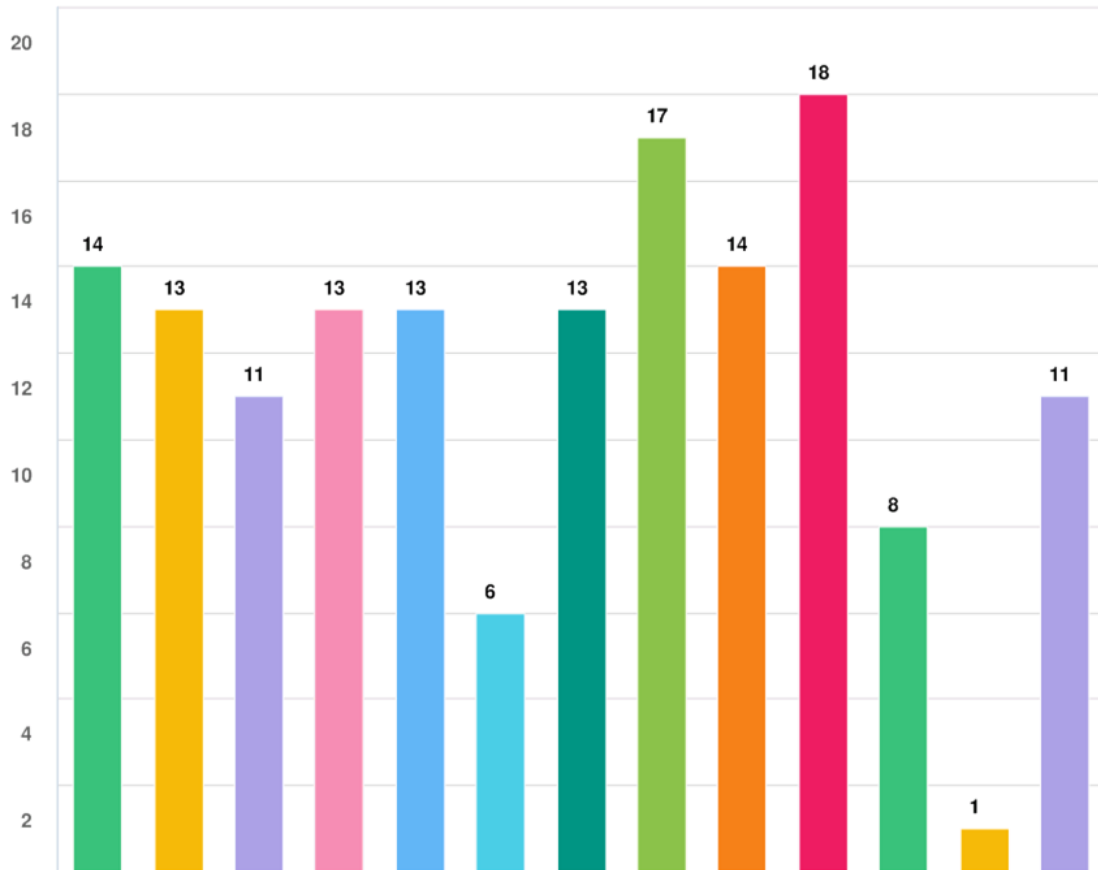
Question type: EssayQuestion

Filtering by: <p>Please check below if you want to make an oral submission</p><p>(Oral submissions will be scheduled for the end of May with additional dates at the end of June)</p> Yes,-I-would-like-to-submit-an-oral-submission-

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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...



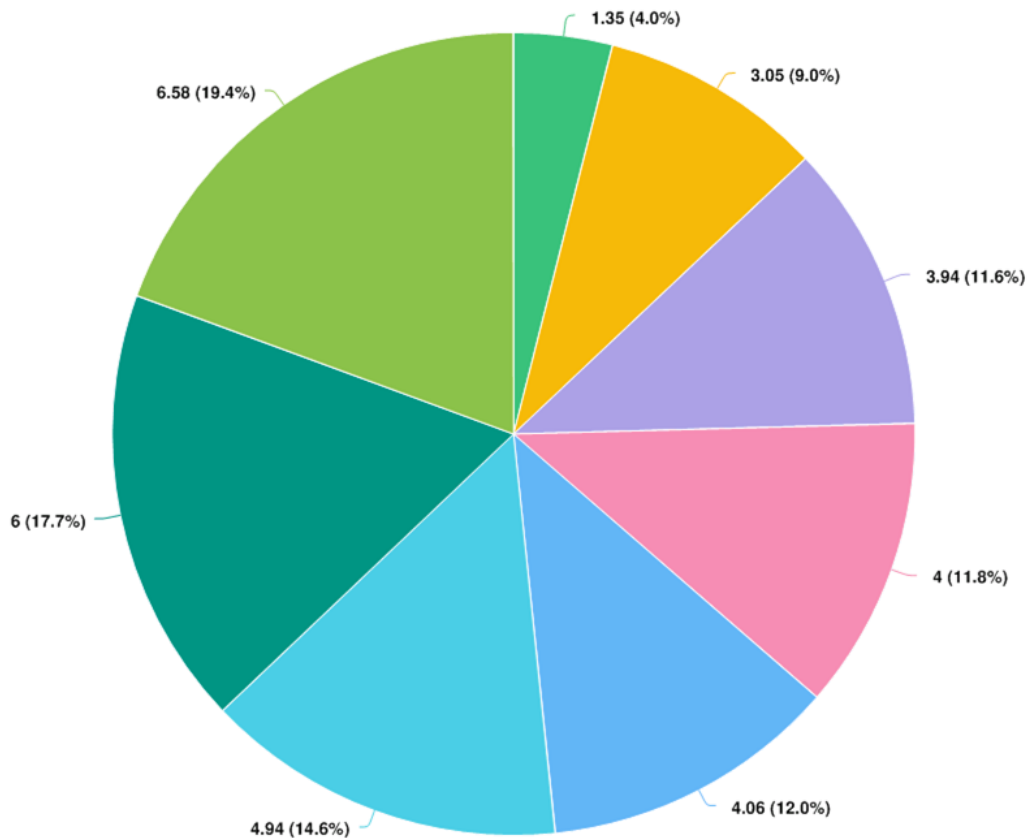
Question options

- Other (please specify) None of the above
- 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
- 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

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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.



Question options

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

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Q19 Do you have anything else to add about the residents parking scheme, or any ideas we haven't thought of?**

maclair

3/16/2020 02:39 PM

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?

sudsie

3/16/2020 06:27 PM

New apartments without parking so have no parking allocations with mobility permits.

j0n00

3/16/2020 08:43 PM

Price should increase to help with creating mode shift.

Jill

3/16/2020 09:30 PM

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 outside 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 .

Klh

3/17/2020 11:15 AM

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
Motorcycle/Scooter parking in available spaces

Kathleen

3/17/2020 03:12 PM

Advostrat

3/17/2020 11:46 PM

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.

Tania

3/19/2020 12:34 PM

talk to the residents parking scheme and what they want to say....

Ingrid

3/28/2020 10:29 PM

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

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

patrick1 4/02/2020 03:15 PM	primary residence. 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.
chrisp 4/04/2020 05:44 PM	Residents that have garages should use them for parking their vehicles and not for storage.
Helen@WCC 4/14/2020 10:33 AM	Ensure there is a process for individual residents to request mobility car parks in residential areas.
Mike Mellor 4/14/2020 01:26 PM	I think the age of a building is not relevant, so where I've shown no priority in q18 they are all 3=.
Wellingtonianatheart 4/14/2020 01:52 PM	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.
Doctors for Active, Safe Transport 4/22/2020 03:23 PM	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.
Rightway52 5/03/2020 05:30 PM	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!
Jeff montgomery 5/13/2020 09:39 PM	Remove the 12 resident parks at the Top of the terrace so two lanes of traffic can get thru.

Optional question (19 responses, 8 skipped)

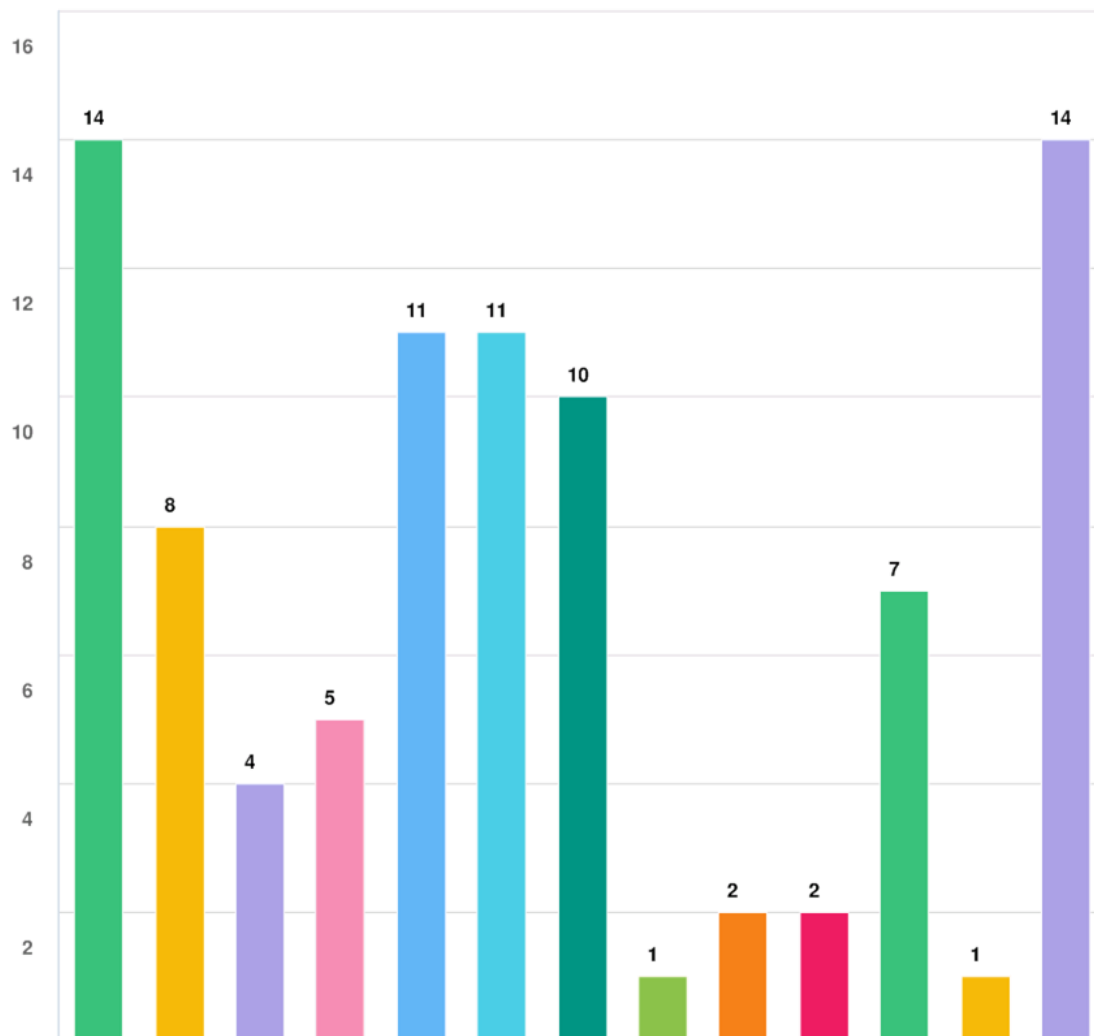
Question type: EssayQuestion

Filtering by: <p>Please check below if you want to make an oral submission</p><p>(Oral submissions will be scheduled for the end of May with additional dates at the end of June)</p> Yes,-I-would-like-to-submit-an-oral-submission-

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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



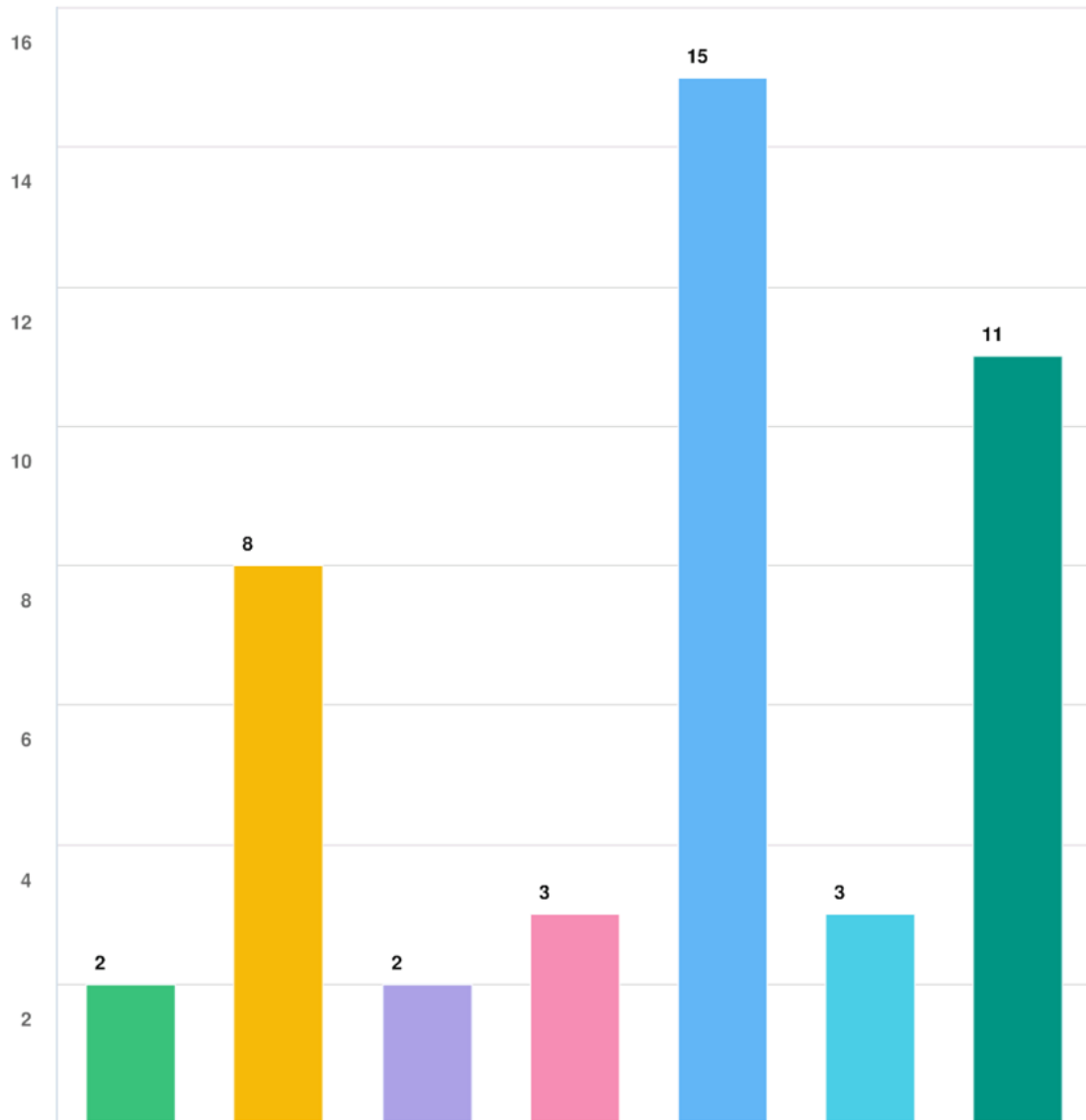
Question options

- 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
- Public transport route has too many transfers ● Public transport seems unreliable to me
- I have to make multiple stops or multiple journeys ● 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 ● Public transport is too expensive
- Public transport timetable doesn't suit my schedule

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

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



Question options

- Other (please specify)
- I have to make multiple stops or multiple journeys
- None of these, I walk/bike/scooter regularly
- I don't have a bike or want to purchase one
- Multiple people come with me on this journey
- 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

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Q22 Do you have any final comments about the topics raised in this submission?**

maclir 3/16/2020 02:39 PM	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.
sudsie 3/16/2020 06:27 PM	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.
j0n00 3/16/2020 08:43 PM	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.
Jill 3/16/2020 09:30 PM	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.
Klh 3/17/2020 11:15 AM	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.
Kathleen 3/17/2020 03:12 PM	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.
rawsoncj 3/17/2020 03:59 PM	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.
Advostrat 3/17/2020 11:46 PM	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

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

paradigm	
Tania 3/19/2020 12:34 PM	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
Zfactor 3/22/2020 11:17 PM	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.
Ingrid 3/28/2020 10:29 PM	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.
mjohns 4/02/2020 01:43 PM	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.
patrick1 4/02/2020 03:15 PM	Thanks for the opportunity to have a say. This 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.
chrisp 4/04/2020 05:44 PM	Yes, please address commuter parking in the suburbs close to the city so the street are not reduced to one way. Also address safety issues of where commuters park.
Helen@WCC 4/14/2020 10:33 AM	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
Wellingtonianatheart 4/14/2020 01:52 PM	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.
timjones 4/14/2020 03:00 PM	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.
Doctors for Active, Safe Transport 4/22/2020 03:23 PM	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.
Helen@WCC 4/29/2020 09:52 AM	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

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Rightway52

5/03/2020 05:30 PM

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 David.Perks@wellingtonNZ.com 027 530 4947

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.

Optional question (23 responses, 4 skipped)**Question type:** EssayQuestion

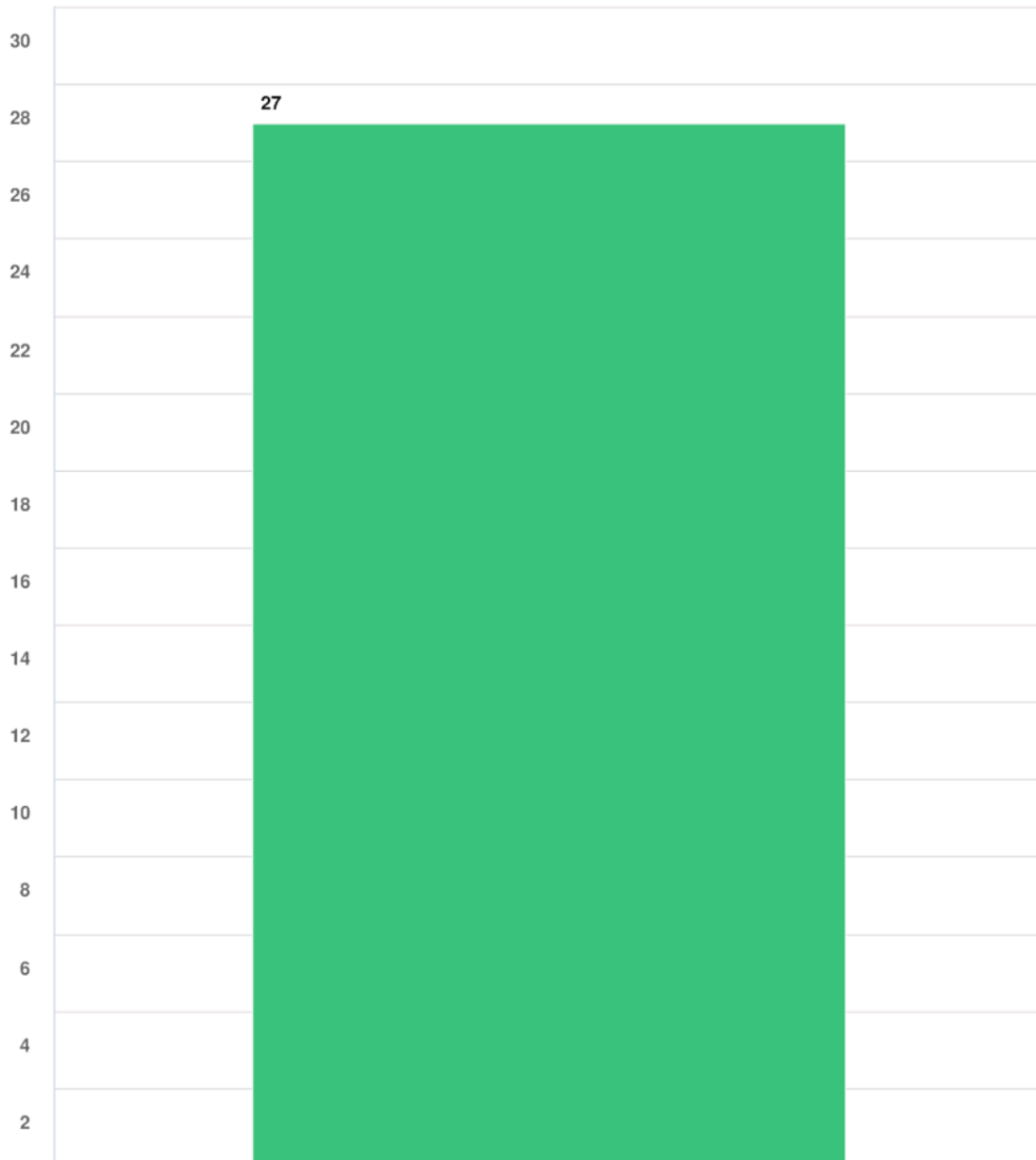
Filtering by:

<p>Please check below if you want to make an oral submission</p><p>(Oral submissions will be scheduled for the end of May with additional dates at the end of June)</p> Yes,-I-would-like-to-submit-an-oral-submission-

Have your say : Survey Report for 28 March 2019 to 18 May 2020

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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



Question options

- Yes, I would like to submit an oral submission