



Newtown and Berhampore Parking Management Scheme

Consultation summary
12 September - 8 October 2023



1157

submissions
received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Introduction

The purpose of this document is to summarise community feedback received about the Berhampore and Newtown parking scheme proposal. The large amounts of information from the community have been presented in themes and graphs to give councillors, officers, stakeholders, and the community a sense of the feedback.

We've summarised all data and information provided to us during the consultation period. Unlike research, no representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

Parking in the wider Newtown area has been under pressure for years and there have been community calls for action to address this. To manage on-street parking in the area more fairly, we proposed Newtown and Berhampore be the first suburbs in the city to have a new-style parking scheme.

The scheme was developed in line with the Parking Policy adopted by Wellington City Council in August 2020. The scheme prioritises residents parking and visitors looking for short-stay parking across both suburbs. It would replace the existing residents' parking zones in these areas.

Consultation summary

Engagement on the proposed scheme is the latest phase of ongoing work with stakeholders and the community. Two parking surveys have been done and over 830 people took up the opportunity to provide feedback on parking in the area in November 2022.

We've also met with various stakeholders in the area including the Wellington Regional Hospital, Wakefield Hospital, schools, the Zoo, rest homes, business groups and resident groups.

The community had the opportunity to provide feedback on the proposed scheme between 12 September to 8 October 2023. We sought feedback about the various restrictions within the scheme and the locations of restricted parking and permit boundaries. We had **1157** submissions from individuals and organisations providing feedback on the proposal.

The feedback was mixed. Overall, 51% of submissions strongly opposed or opposed the scheme as proposed and 42% either supported or strongly supported. It's clear that those who commute to the area for work and park on the street show the greatest concern. People who live in the area held a few different positions. Those who supported the scheme could see the restrictions making it easier for them to find an on-street park.

However, those who opposed the scheme had concerns about the costs, days/hours of operation, number of permits available and some showed empathy for people working at the hospital and wanting to park on the street.

We received a lot of detailed information about the specific restrictions described in the scheme. They have been summarised in this report.

How many responses did we get?

1157

Submissions were made by individuals, schools, or organisations via WCC's process

This report predominately summarises answers to the questions in the feedback form. Submissions received by email are considered by the project team, themed, and presented to Council; however we do not infer the level of support or opposition to avoid any risk of misinterpretation.

Duplicate submissions

Every submission we receive is considered genuine in the first instance. If someone has submitted more than once, we may:

- Combine submissions when the reason for submitting more than once is to add information to a previous submission.
- Keep the last submission submitted, removing the first. This is done when information in the submission has changed or is different from one submission to the next.
- Remove a submission where submissions are obviously in bad faith, such as multiple submissions under false names and/or malformed email addresses.

No matter how a submission is received during the consultation period (online, email or paper form), once duplicates have been removed, submissions are considered by the project team, analysed for the consultation summary report, and presented to Council. 15 duplicate submissions were identified, combined or removed.



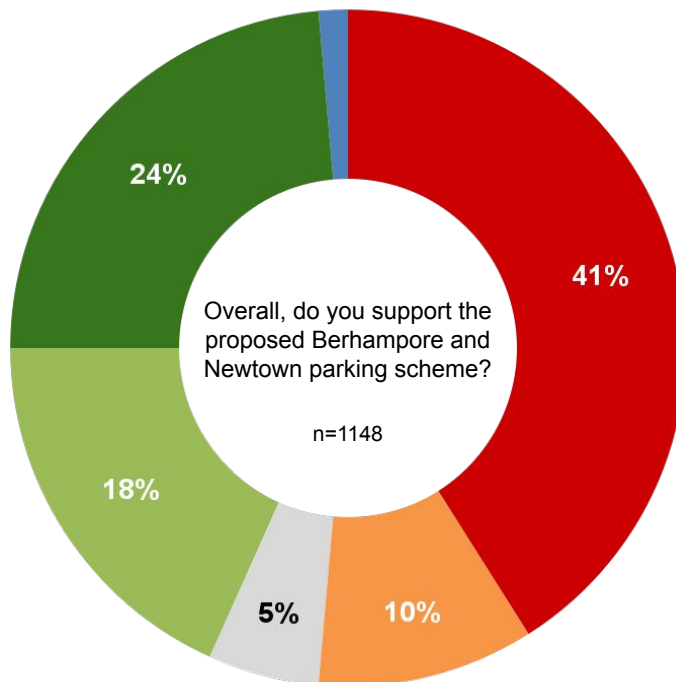
What we heard

Overall level of support for the scheme from all respondents.



51% of all respondents oppose or strongly oppose the proposed scheme.

42% of all respondents support or strongly support the scheme.



A further look at levels of support shows it is made up of:

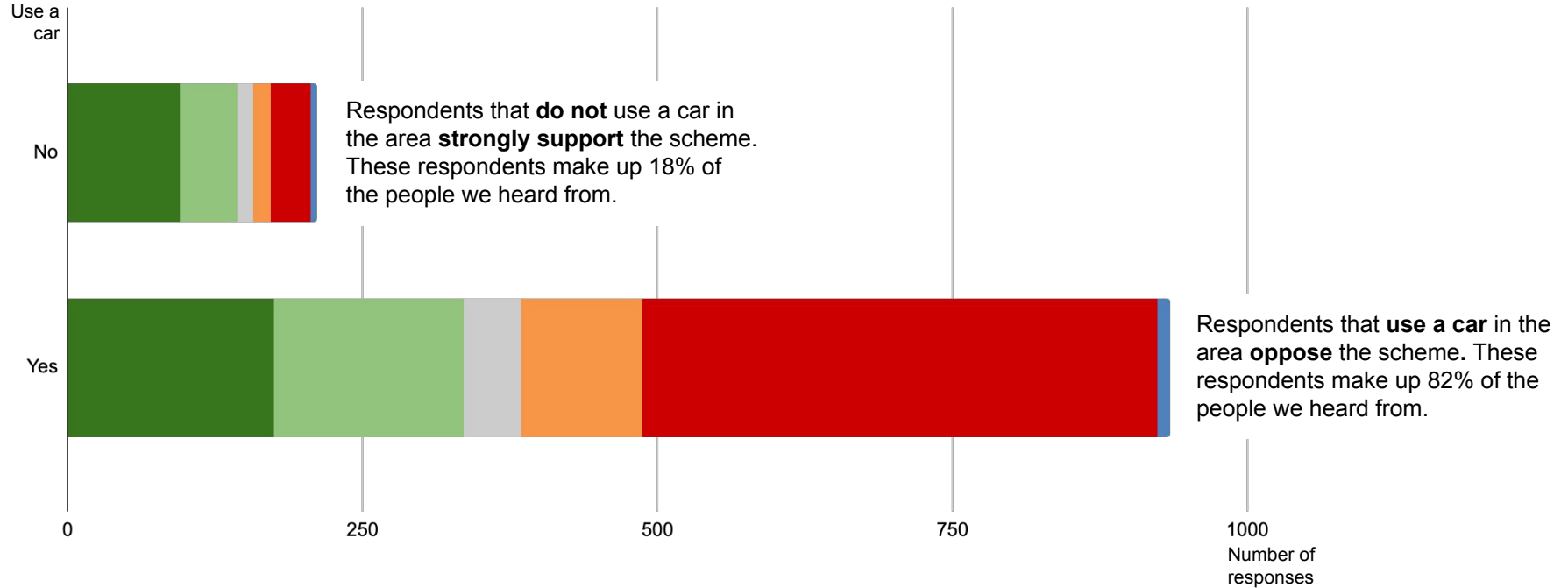
- **Strong support** from people who do not own or use a car in the area
- **Strong opposition** from people who work in the area
- **Support** from short stay visitors that do activities in the area
- **Opposition** from people who live in the area and own or use a car

People who do not use a car strongly support the scheme

n=1148

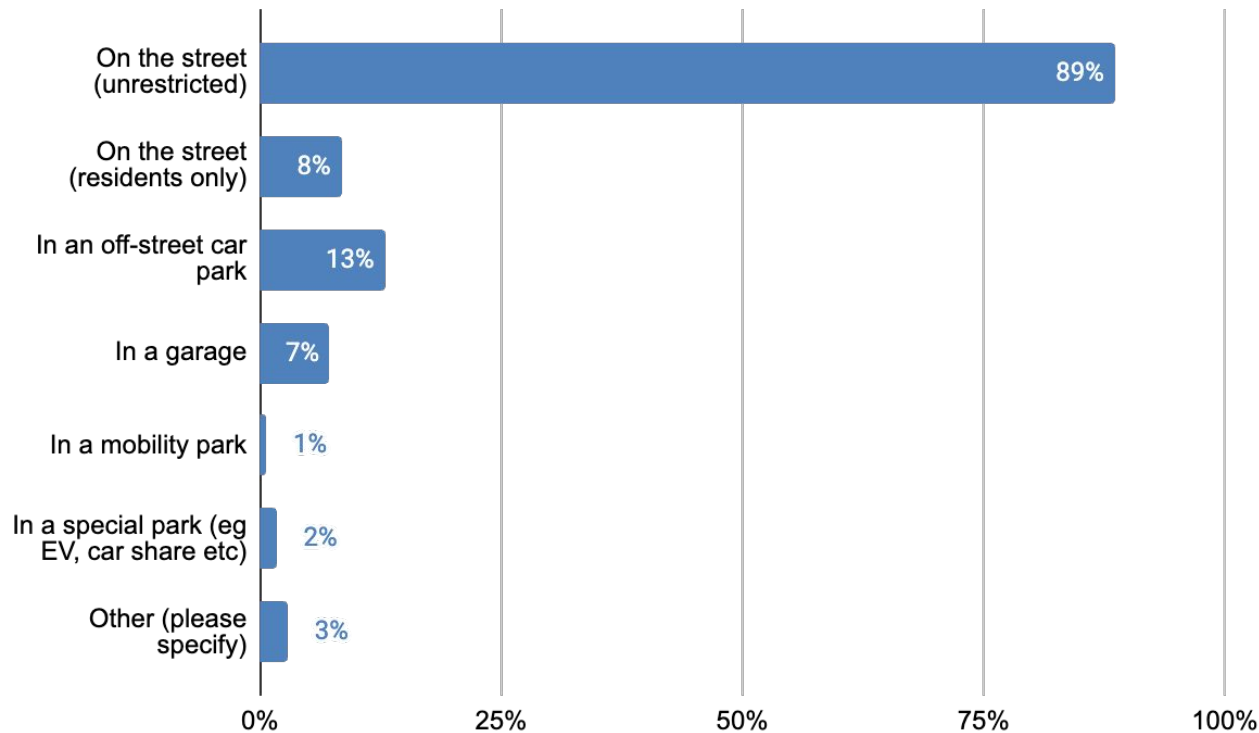
- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

Use of a car in the area by support:



89% of respondents who use a car in the area use unrestricted on street parking most of the time

n=936



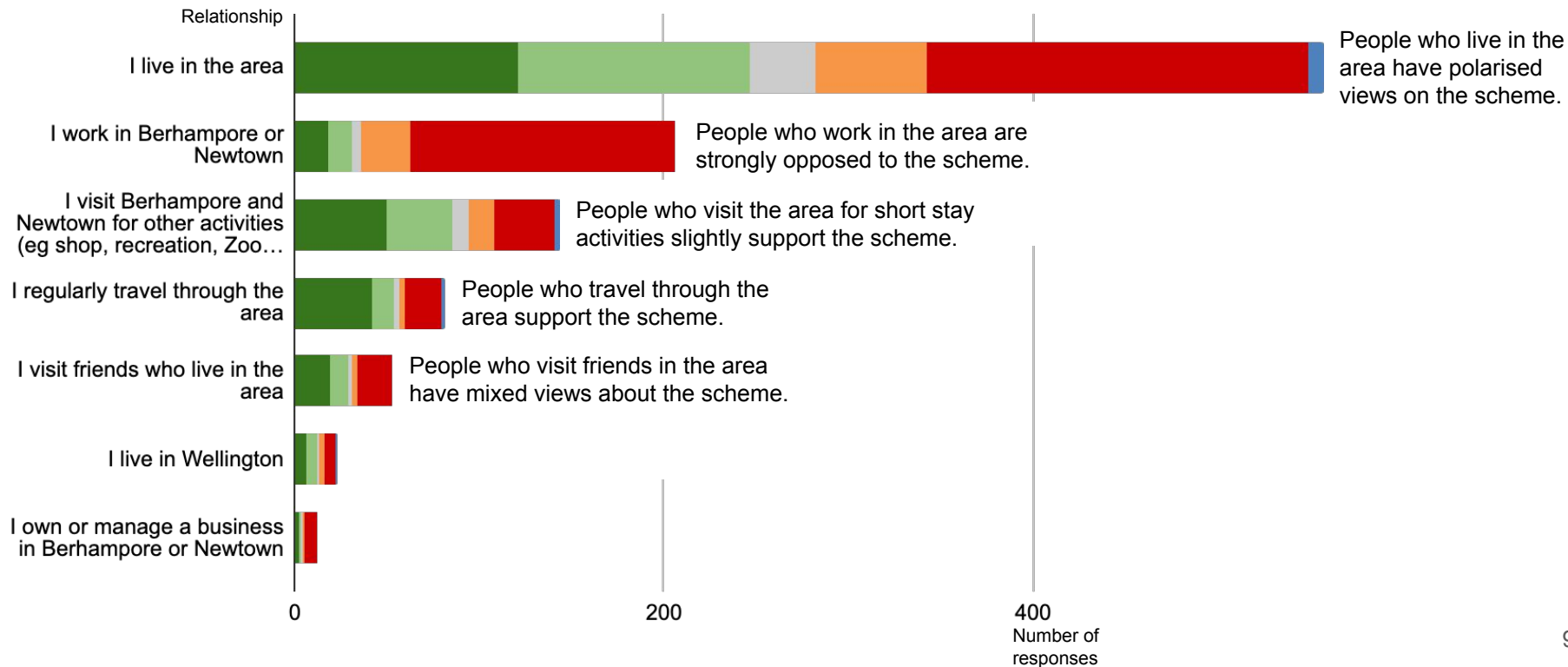
Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

Note:

Respondents could select more than one option so the total exceeds 100%.

Overall support by all relationships to the area

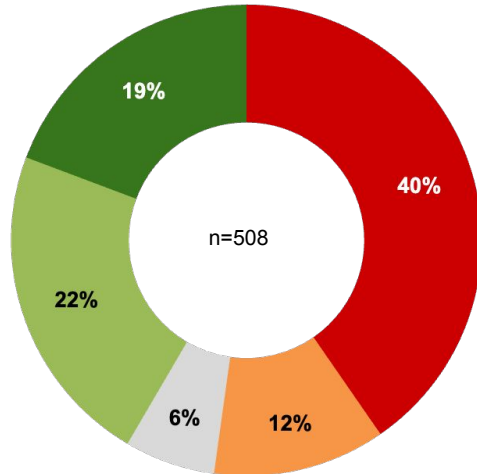
n=1078



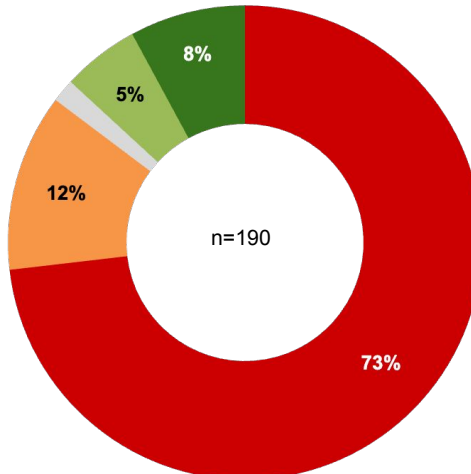
Support from each of the three largest groups we heard from (that use a car)



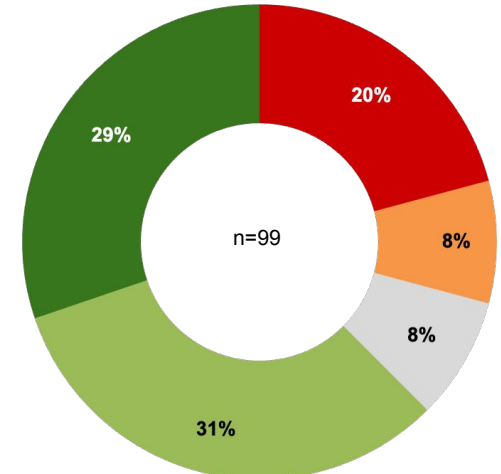
52% of respondents who **live in the area** and use a car oppose the scheme, while 41% support the scheme:



85% of respondents who **work in the area** and use a car oppose the scheme, while 13% support the scheme:



60% of respondents who **visit the area** for activities support the scheme, while 28% oppose the scheme:



Note: respondents that use a car in the area make up 82% of the people we heard from.

A closer look at people who live in the area, own and/or use a vehicle, and oppose the scheme

n=145 (respondents who left a comment)

“Until there is enough safe parking for hospital staff, and further parking made for visitors to the hospital, I don't support this at all. Already poor people trying to attend hospital appointments can't get a park and given the majority are older it's not ok.”

Associated themes from this group, when providing comments about the overall scheme.

“Small side streets (such as Chilka, Duppa, Akatea) in Berhampore should not be punished with restricted parking. There is currently not a parking issue on these streets and some residents may be unable to afford the cost of parking passes. I regularly park by my house on one of these streets and have never had an issue finding a park. Finding \$200 in the budget for a parking pass (and additional for my mother who comes to babysit for us while we work) is an issue.”



“It's a good idea to increase the number of short term 120 minute parks in Newtown, but the current design means it would be impossible for some residents to park on their street. There is still a need for residents only parking, which needs to be 24/7. [...]”

“My main issue with the Berhampore changes is that parking is relatively fine in the suburb now, but your changes are going to cause overflow and therefore ruin the parking for residents, your changes are literally creating the problem, let that sink in [...]”

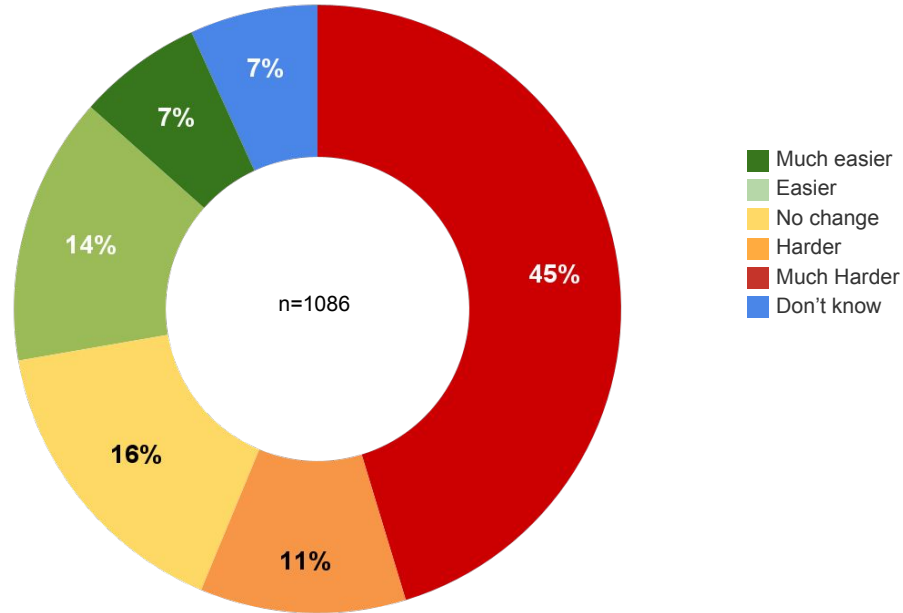
“The number of car parks being removed for the cycleway means that residents need to have residents only parking. At least of the third of the house don't have off street parking.”

Berhampore does not have a parking problem. We live on Chilka street and never have a problem finding a park. We don't often see new cars, everyone in the neighbourhood has their usual spot, with extras for visitors and tradies. This change would cause more stress on the neighbourhood.

56% of respondents who use a car in the area think the new scheme will make it harder or much harder to find a car park. 21% think it will be easier or much easier.

n=1086

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

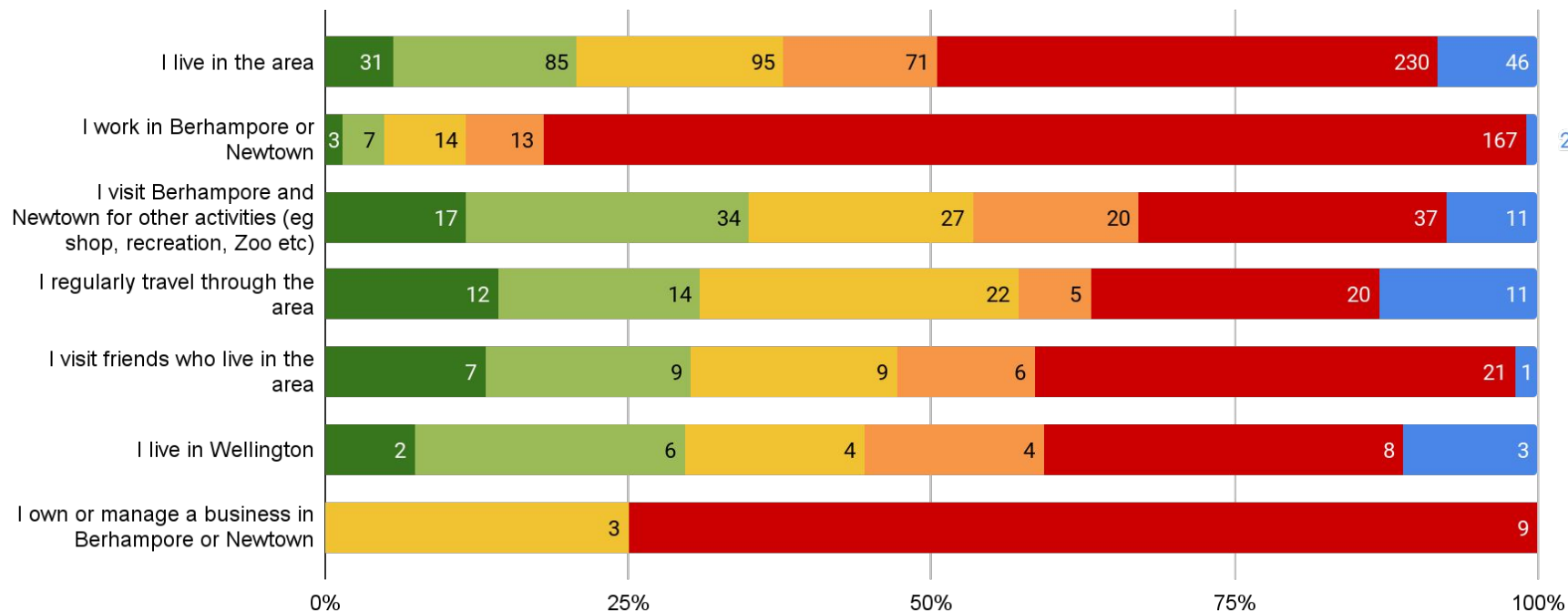


Few people think it will be easier to find a car park in the area

n=1086



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



A closer look at people who live in the area, own and/or use a vehicle, and believe that the scheme would make parking harder

n=296 (respondents who left a comment)

"I do not support the proposed parking scheme. Many people in Newtown and Berhampore will not be able to afford the extra financial stress of having to pay for the right to park near their own place of residence. Resident Exempt Permits MUST be free for residents. Charging for them is 100% exploitative and shows you do not actually care about the residents' ability to park near their homes. [...]"

Associated themes from this group, when providing comments about the restrictions and eligibility of the scheme:



"[...] If this scheme was to happen, then my flatmates and I would be requiring three permits, and that's with at least one car being got rid of. It sounds as though this is going to make finding a legal park even harder than it is now."

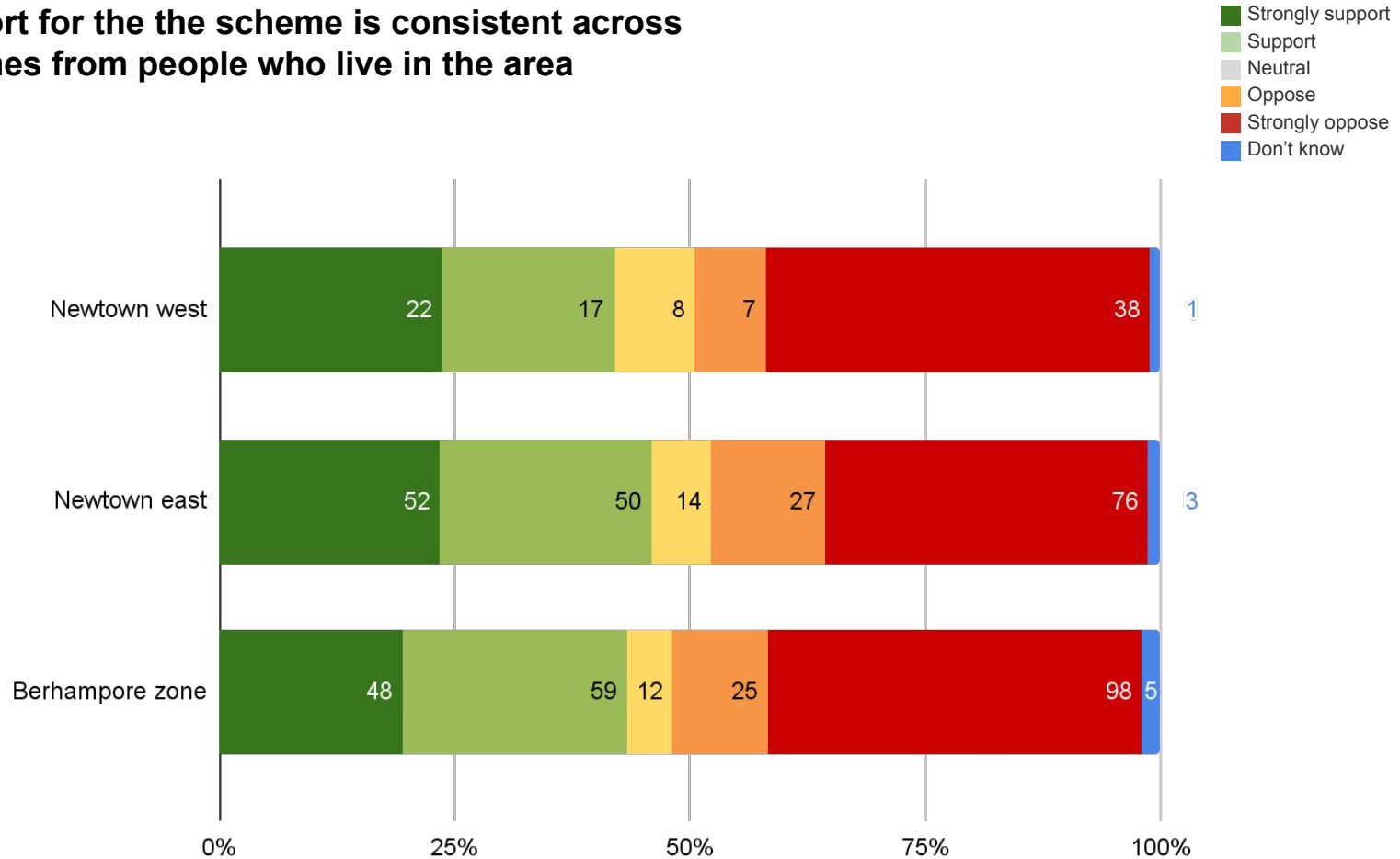
"I generally support the introduction of restrictions and residents' permits, but I am nervous about the prioritisation and cap proposals because it is uncertain and may leave some people unserved. I think it is preferable to provide sufficient permits for the number of households, but capping the number of vehicles per household - rather than prioritising different household groups. In my view, capping permits at 2 vehicles per house strikes a good balance in terms of providing for residents, but incentivising a move away from individual vehicles."

"It is often extremely difficult to find a park in Luxford Street at times during the day and night as it is, so allowing for people to park for P120 with fewer car parks available is going to make it even more difficult."

"[...] I understand the rationale for prioritising EVs because of needing to reduce emissions etc. However, owning an EV is out of reach for some people in the neighbourhood so I feel this is disadvantaging people unfairly and would not want this to add another barrier to people who may already be at a relative level of disadvantage compared to others in the neighbourhood."

Support for the the scheme is consistent across all zones from people who live in the area

n=428





Themes

Themes in overall comments from all respondents

100% of respondents

Themes from “If you have any comments about the overall proposed parking scheme, please share them here.”
The bigger the box, the more frequently the theme was mentioned.

■ Concern/opposed themes ■ Suggestions ■ Supportive themes



Sample comments from respondents who support the scheme

“I strongly support the proposed scheme. Plenty of vehicles in our area aren't used often and people may consider getting rid of these vehicles. We may also consider getting rid of our vehicle. Currently it can be hard to find a parking spot at times due to the hospital workers parking on our street.”

Resident of Newtown West, uses vehicle and parks on-street (unrestricted) and off-street

“Want to see any changes made with an improvement in frequency, reliability and quality of public transport to give residents a real opportunity to live car free. Also designated spaces for car-share providers.”

Resident of Berhampore, uses vehicle and parks on-street (unrestricted) and off-street

“Maybe the council could work with the hospital to build a parking building for patients and shift workers. That would take most of the pressure off Newtown.”

Commuter, uses hospital parking

“Yes, I think households will need 1 car for the time being. Properties with 2+ cars are an issue. The off road parking difference for visitors seems wrong. If you have a single garage, you should still be able to have the same number of visitors passes.”

Resident of Berhampore, uses vehicle and parks on-street (unrestricted) and off-street

“I strongly support non motor vehicle means of travel in the city: we face a climate emergency. I want safer cycling, walking and better public transport.”

Person occasionally traveling through the area, uses a vehicle

Sample comments from respondents who oppose the scheme

“I don't see a win for a lot of people living in Newtown including us. All I see is us paying more money for permits, paying for more fines for parking wardens and struggling to find a park somewhere close if we can't get a permit. I think charging for the permits is out of touch with the cost of living issues and Newtown being one of the poorer suburbs. [...]”

Resident of Newtown East, uses vehicle

“[...] Incentivise public transport and biking but don't enforce - everyone has complicated lives and we don't need council permits dictating our lives. [...]”

Resident of Newtown East, uses vehicle

“This will seriously and negatively impact our community. [...] Our community is diverse with many needing close parking for mobility reasons, multi-destination trips for busy families etc. We have almost no off street parking but pay comparatively very high rates.”

Resident of Berhampore, uses vehicle and parks on-street (unrestricted)

“I do not support the proposed parking scheme. Many people in Newtown and Berhampore will not be able to afford the extra financial stress. Charging for them is 100% exploitative and shows you do not actually care about the residents' ability to park near their homes. If restrictions are implemented, I think business owners and hospital workers should also be allowed to apply for paid exemption permits. They are important parts of the Newtown + Berhampore community and deserve to have access to parking as well.”

Resident of Berhampore, uses vehicle and parks off-street

Sample comments from respondents who oppose the scheme

“A very convoluted scheme that will be hard to implement, monitor and be understood by users.”

Resident of Berhampore, uses vehicle and parks on-street (unrestricted)

“Do not put in more resident permit parking. Permit parking makes living and parking in Newtown overly complicated and difficult. [...] Visitors to homes and the hospital shouldn't need to stress about time restrictions on parking space.”

Resident of Newtown West, uses vehicle and parks on-street (unrestricted)

“[...] There seem to be some very non user friendly aspects of the proposal for no good reason. Why should I need to tell WCC a day ahead that someone is visiting me and I want to use one of my visitor parking permits? This feels icky and almost like surveillance.”

Resident of Newtown East, uses vehicle and parks on-street (residents only)

“It's not immediately clear what some of the problems are that these proposed changes are designed to fix and why this is better.”

Resident of Newtown East, uses vehicle and parks on-street (residents only)

“Your exclusion on Lawrence Street (on the reserve side) will make life difficult for those living up the hill with no drive-on access, as one can imagine that most of those spots will be permanently occupied by 'squatters' who don't live there.”

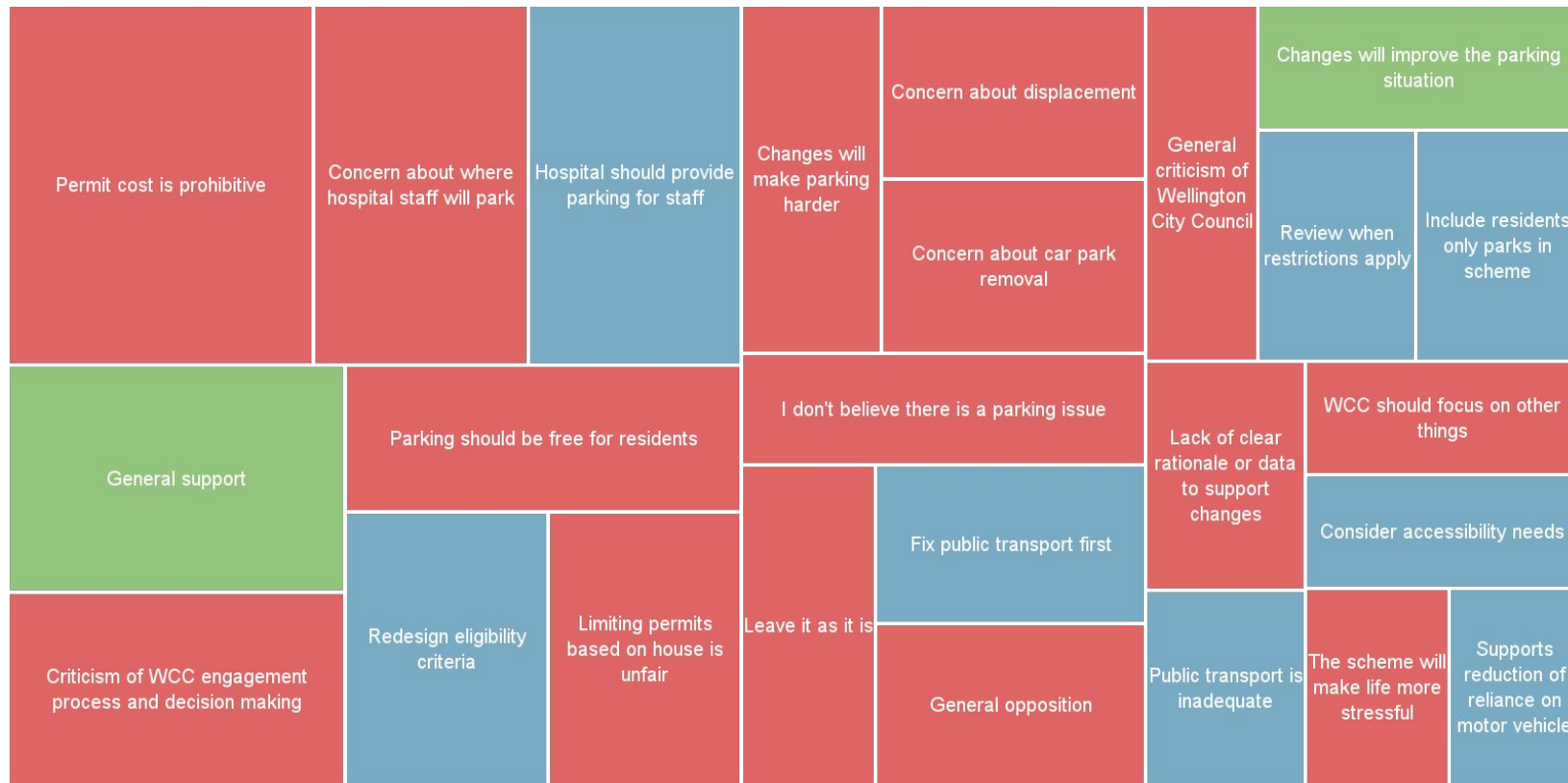
Resident of Newtown East, uses vehicle and parks on-street (unrestricted) and off-street

Themes in overall comments from people who live in the area and use a car

~44% of respondents

Themes from “If you have any comments about the overall proposed parking scheme, please share them here:”
The bigger the box, the more frequently the theme was mentioned.

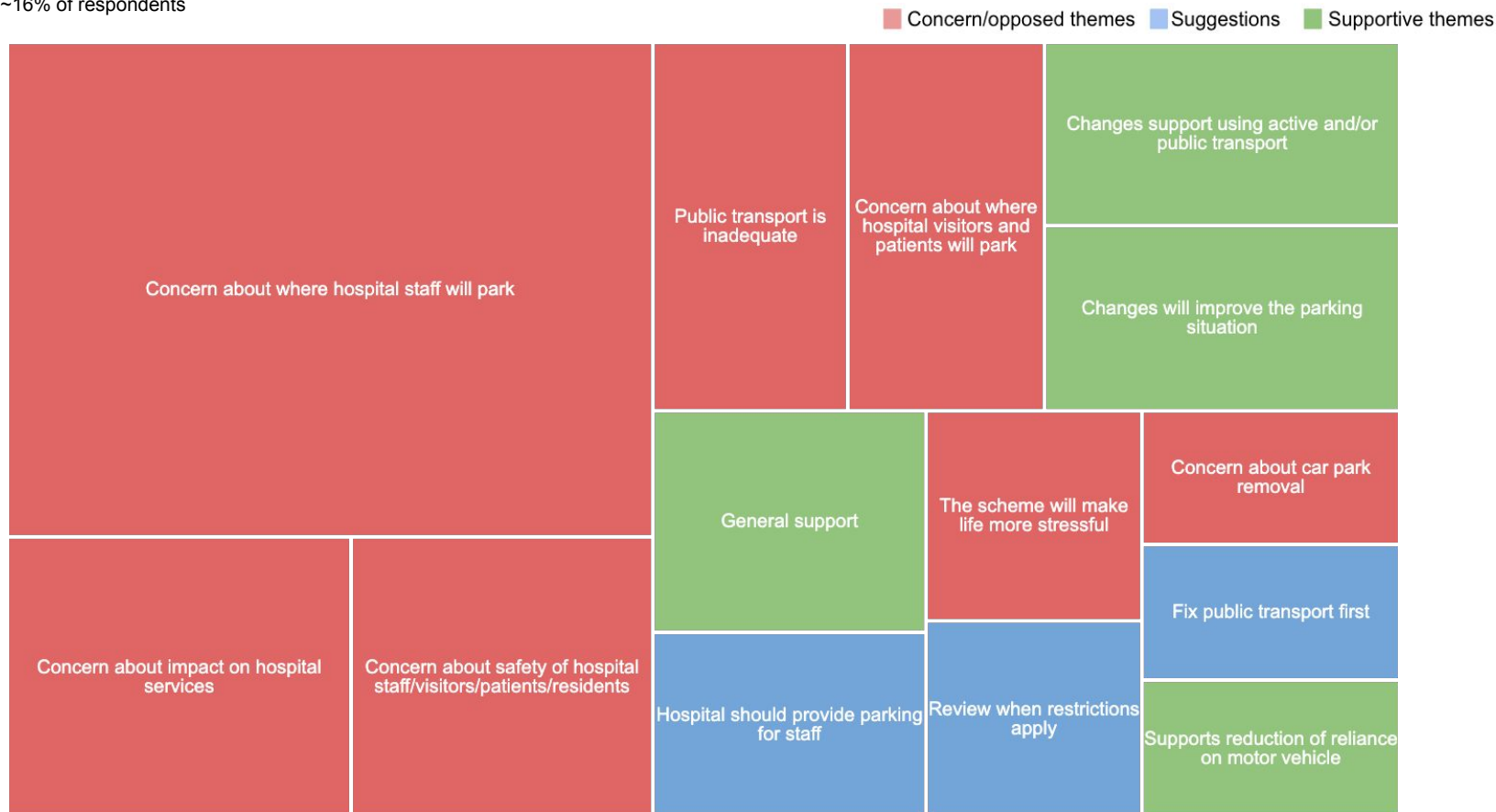
■ Concern/opposed themes ■ Suggestions ■ Supportive themes



Themes in overall comments from people who work in the area and use a car

~16% of respondents

Themes from “If you have any comments about the overall proposed parking scheme, please share them here:”
The bigger the box, the more frequently the theme was mentioned.

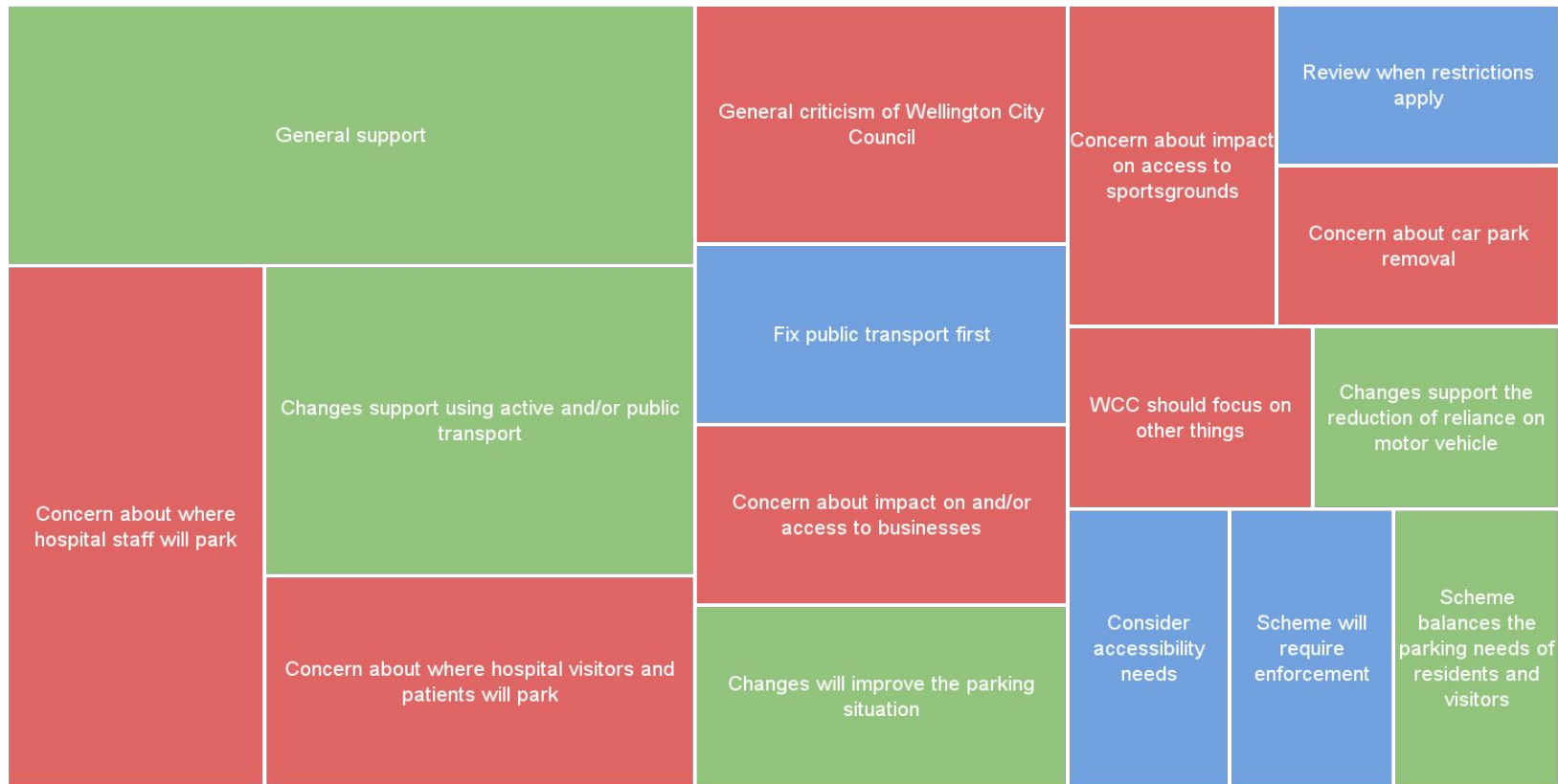


Themes in overall comments from people who visit the area for activities

~9% of respondents

Themes from “If you have any comments about the overall proposed parking scheme, please share them here:”
The bigger the box, the more frequently the theme was mentioned.

Concern/opposed themes Suggestions Supportive themes



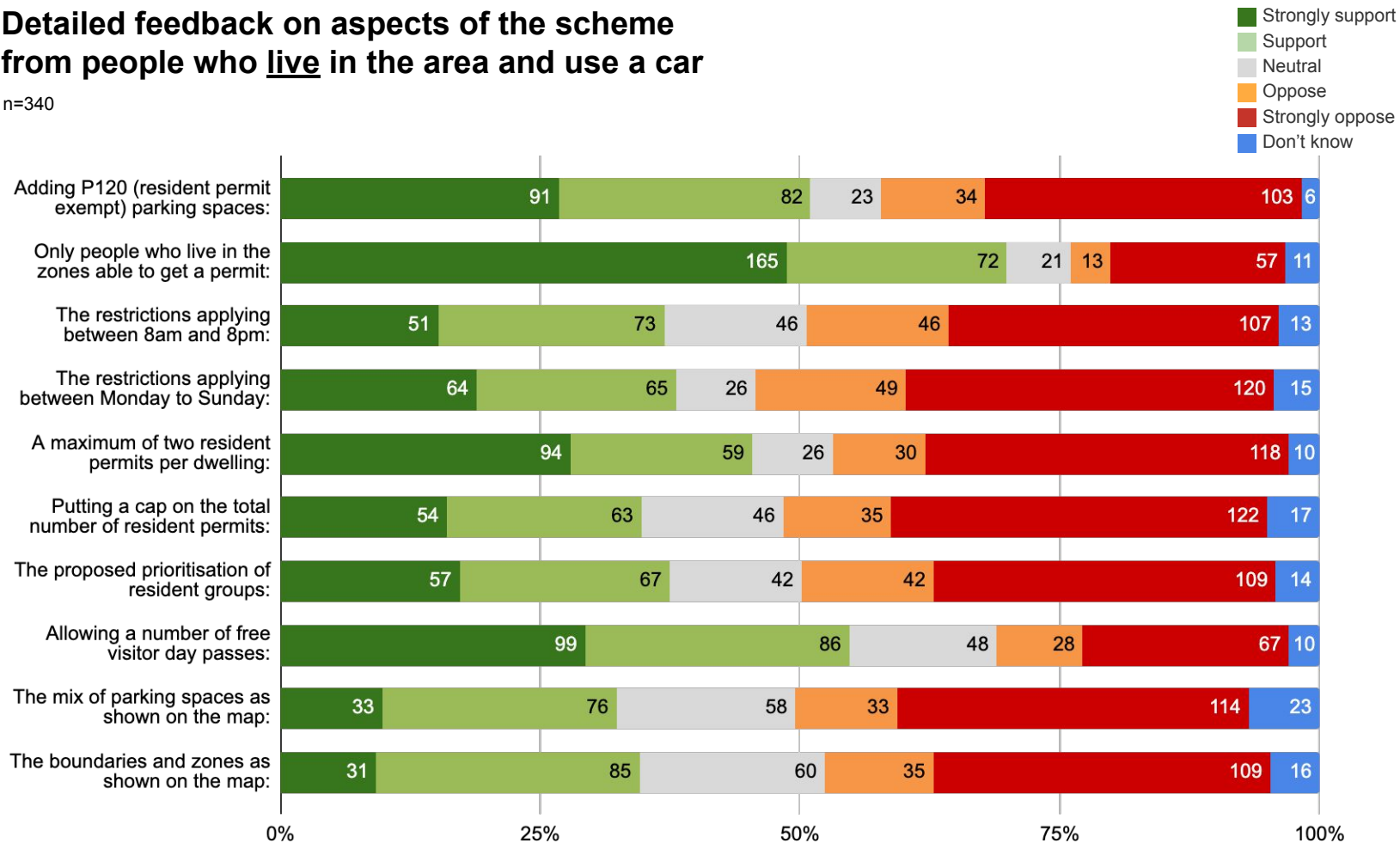


Detailed feedback

During the survey, respondents could choose to answer a set of more detailed questions about aspects of the proposed parking scheme.

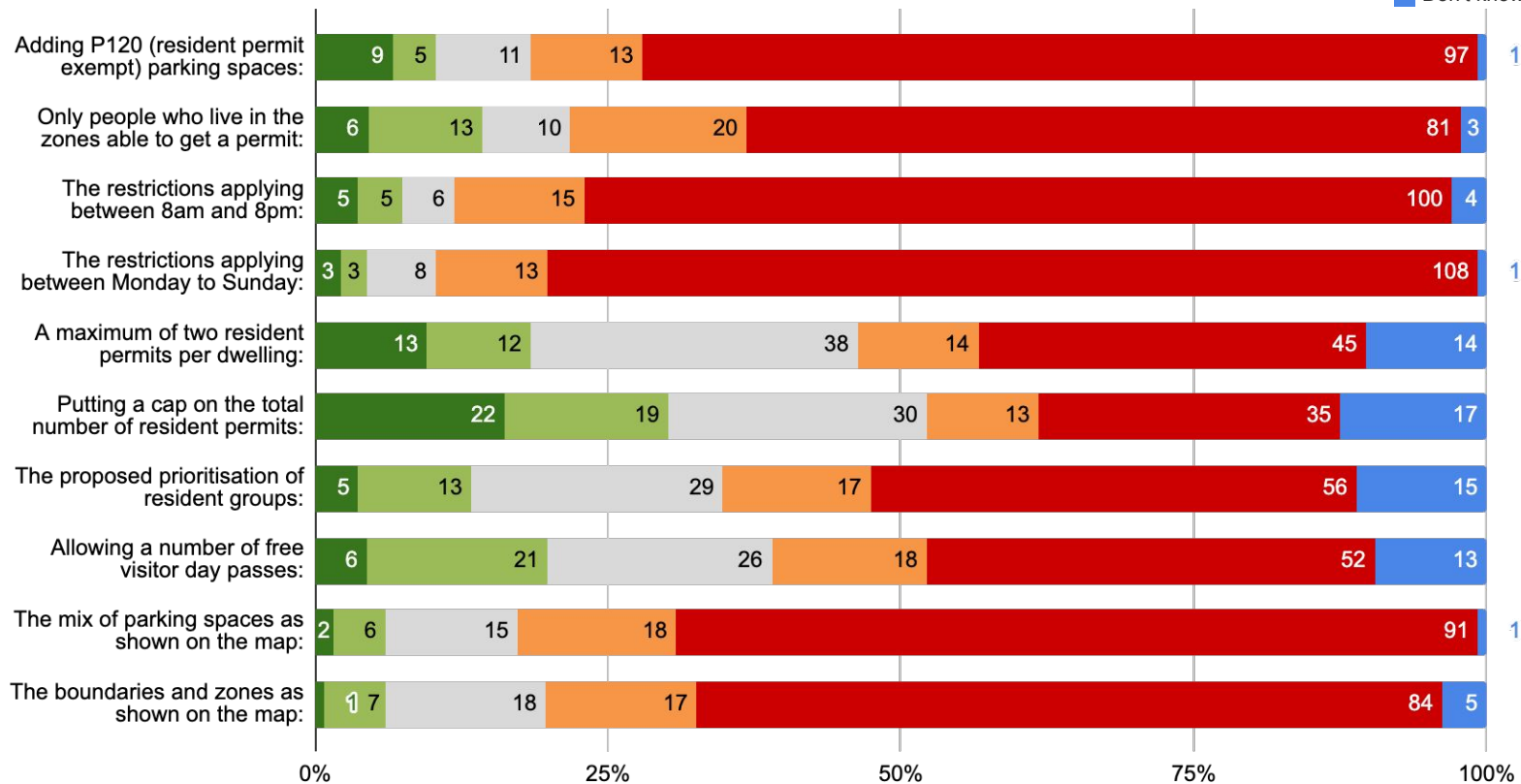
Detailed feedback on aspects of the scheme from people who live in the area and use a car

n=340



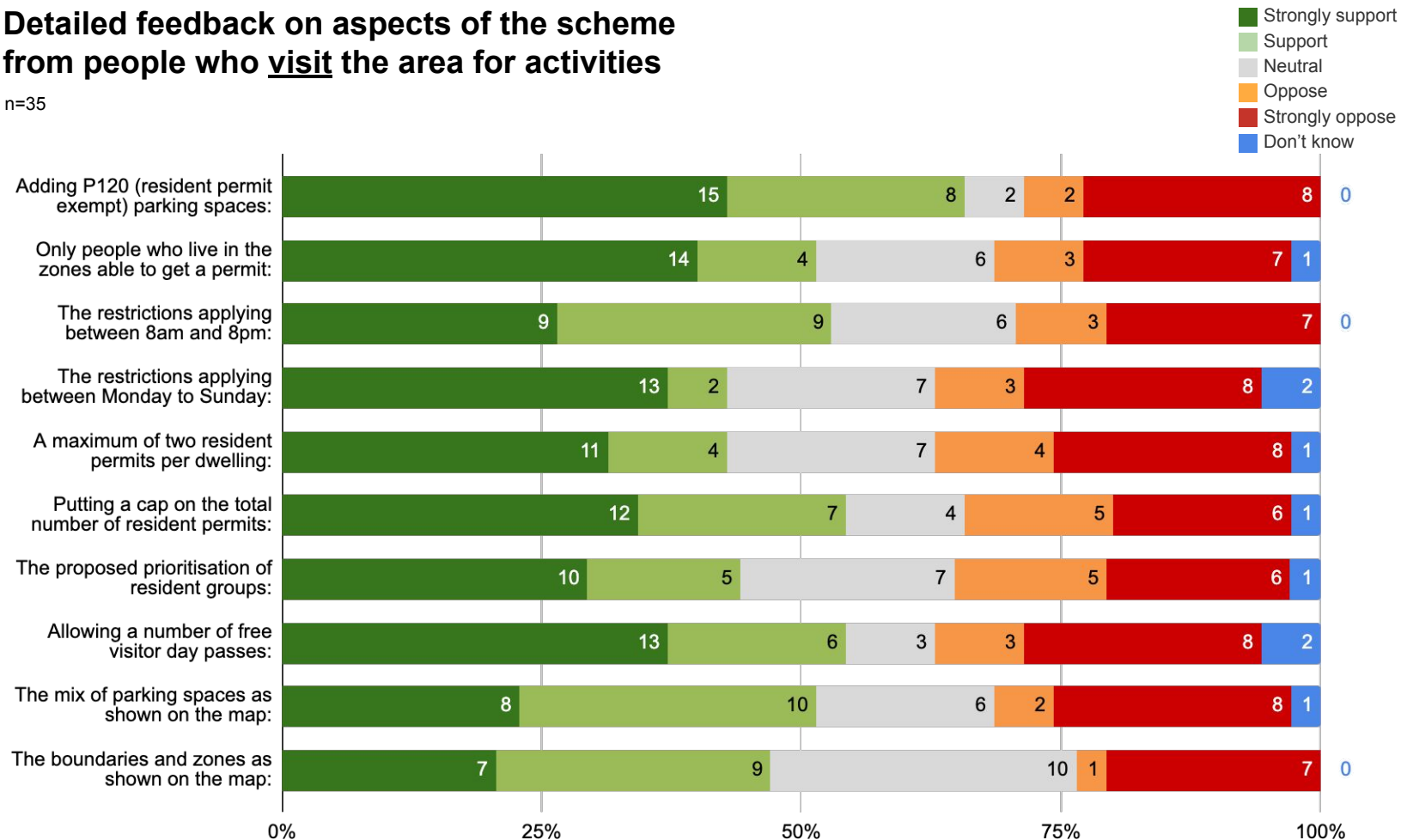
Detailed feedback on aspects of the scheme from people who work in the area and use a car

n=136



Detailed feedback on aspects of the scheme from people who visit the area for activities

n=35



Comments about eligibility from people who provided detailed feedback

n=459 (respondents who provided comments)

Themes from “If you have any comments to make about the restrictions and eligibility of the resident exempt permits, please share them here:”
The bigger the box, the more frequently the theme was mentioned.

Concern/opposed themes Suggestions Supportive themes



Eligibility criteria

There were a number of responses that expressed a need for a redesign and/or simplification of the eligibility criteria.

Most frequent suggestions:

- Increase number of resident permits per dwelling to accommodate houses with more than two adults.
- Remove the EV group from the scheme. Respondents believed this favoured wealthier residents.
- Reassess criteria for what is considered off-street access. Respondents stated that many off-street parking allowances are not large enough to accommodate modern vehicles.

"[...] The scheme seems so complex in how it is allocating permits you need to have a PHD to understand it. [...]"

"Residents living in flats need more than just two permits per household, this is unfair to students living 3-4 in a flat. This is also unfair to the large number of people living in state or affordable housing in the neighbourhood that won't be able to afford the \$200 per year extra cost. We already pay a significant amount of money for our rates, we shouldn't have to pay to park in front of our own home."

"[...] I also strongly disagree with the prioritisation of electric vehicles; this is simply prioritising wealth. Electric vehicles are not carbon neutral and they clog up the roads making unnecessary journeys which could be better made by public transport or active travel just like petrol and diesel vehicles."

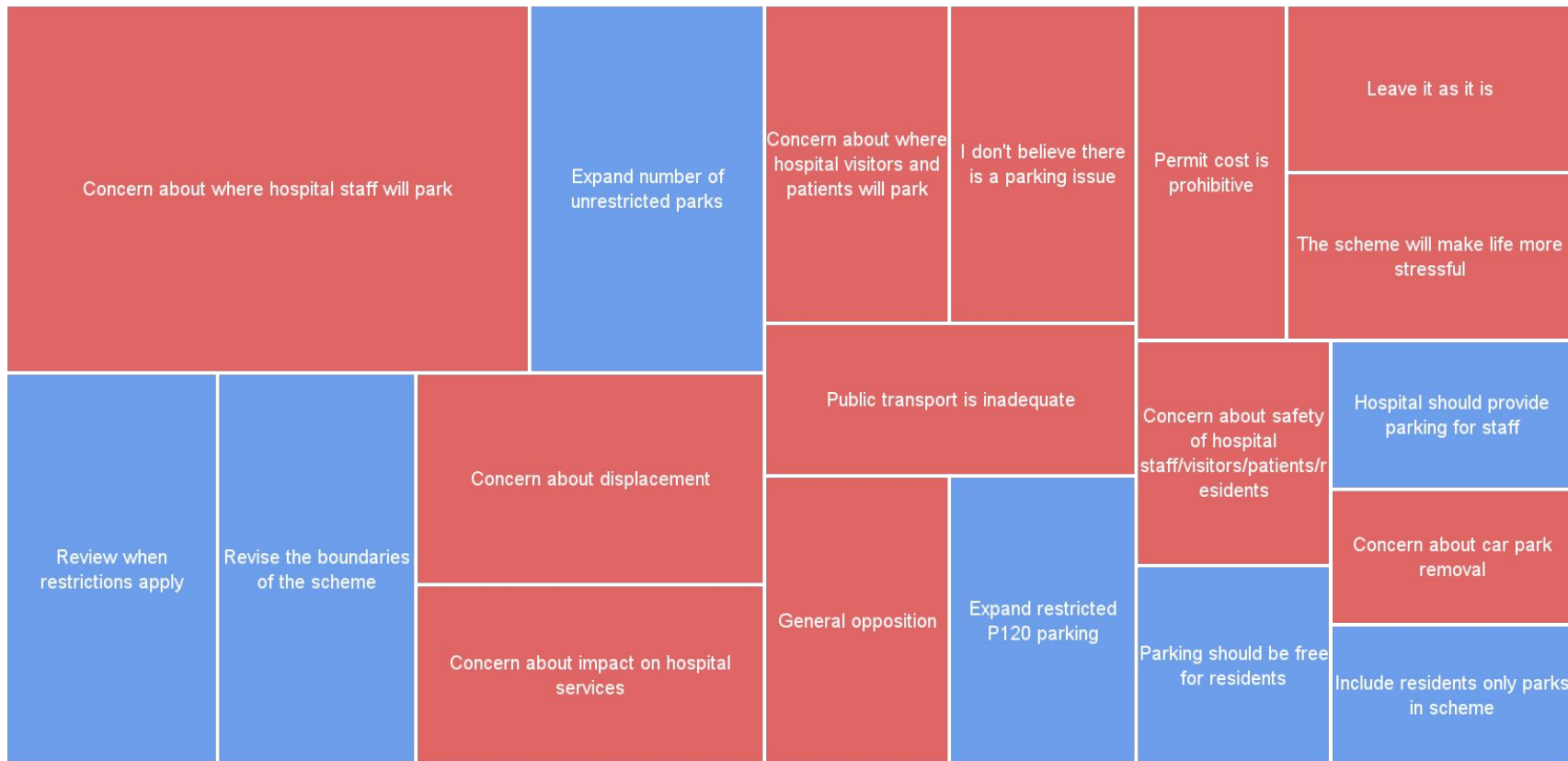
"[...] I'd also like to see more prioritisation of sites with kerb cuts but unusable off-street parks. We park our bikes (which are our primary mode of transport) on our property but could not fit our car (it's not a big car)."

Comments about locations from people who provided detailed feedback

Themes from “If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries”
The bigger the box, the more frequently the theme was mentioned.

n=340 (respondents who provided comments)

Concern/opposed themes Suggestions



Visitor pass feedback

There were a number of responses that expressed a need for a redesign of the visitor pass process.

Most frequent suggestions:

- Make visitor passes more flexible (eg apply on the same day/paper coupons/let visitors apply).
- Make the allowance of visitor passes the same for households with and without off-street parking
- Change time limit restrictions. The most suggested change was from 8am - 6pm and to exclude weekend days.

“The permit scheme appears to contrast with landowners rights to privacy requirements to have anyone visit them. By providing WCC visitor details, landowners visitors lose anonymity when visiting others. I would prefer to see a coupon style parking that landowners can distribute to visitors.”

“[...] Parking should be residents with some unrestricted for visitors. Take for example childcare - my mother comes and looks after my baby several times a week for several hours. This would restrict her to a two hour visit. She is not going to cycle here from Karori. [...]”

“Visitor permits are a joke. Most people don't know in advance that they will be visiting someone and no one has the time to apply for a short visit with a family or friend. Incredibly ill conceived and out of touch with the real world.”

“[...] residents with off street parking should have the right to the same number of visitors passes per year. I am a young mum and I have young mum friends with multiple kids. It's an isolating existence and if it's hard for people to come drive and park to visit they won't come.”

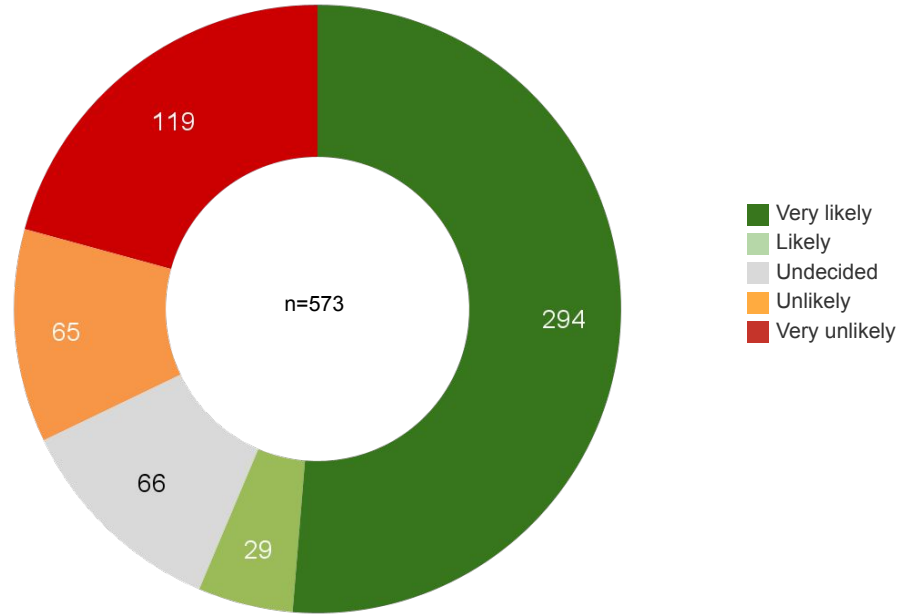


Demand for permits

56% of people who live in the area think they are very likely or likely to apply for a permit

n=573

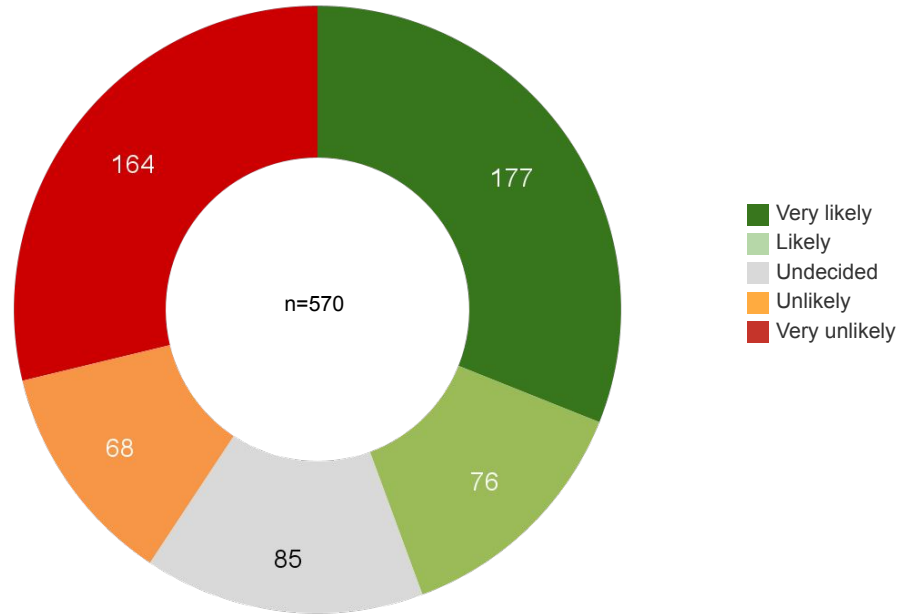
If the scheme is introduced, how likely is it that you would apply for a residents exemption permit?



44% of people who live in the area think they are very likely or likely to apply for visitor permits

n=570

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



Themed comments explaining likelihood of applying for a permit

n=498 (respondents who provided comments)

Themes from “If the scheme is introduced, how likely is it that you would apply for a residents exemption permit? Why did you select that answer?”
The bigger the box, the more frequently the theme was mentioned.

Unlikely/Very Unlikely Undecided/Suggestion Likely/Very Likely



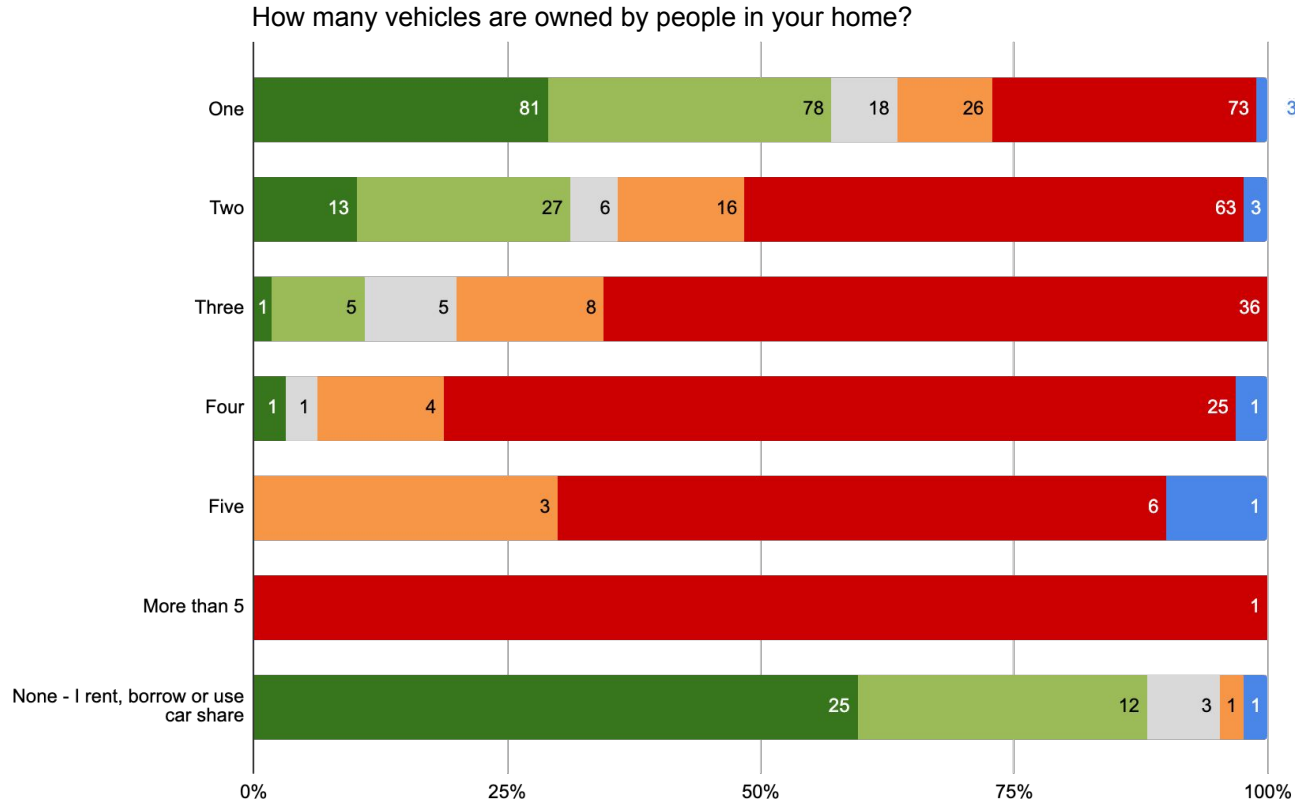


Level of support for the scheme

Respondents from homes with two or more vehicles oppose the scheme

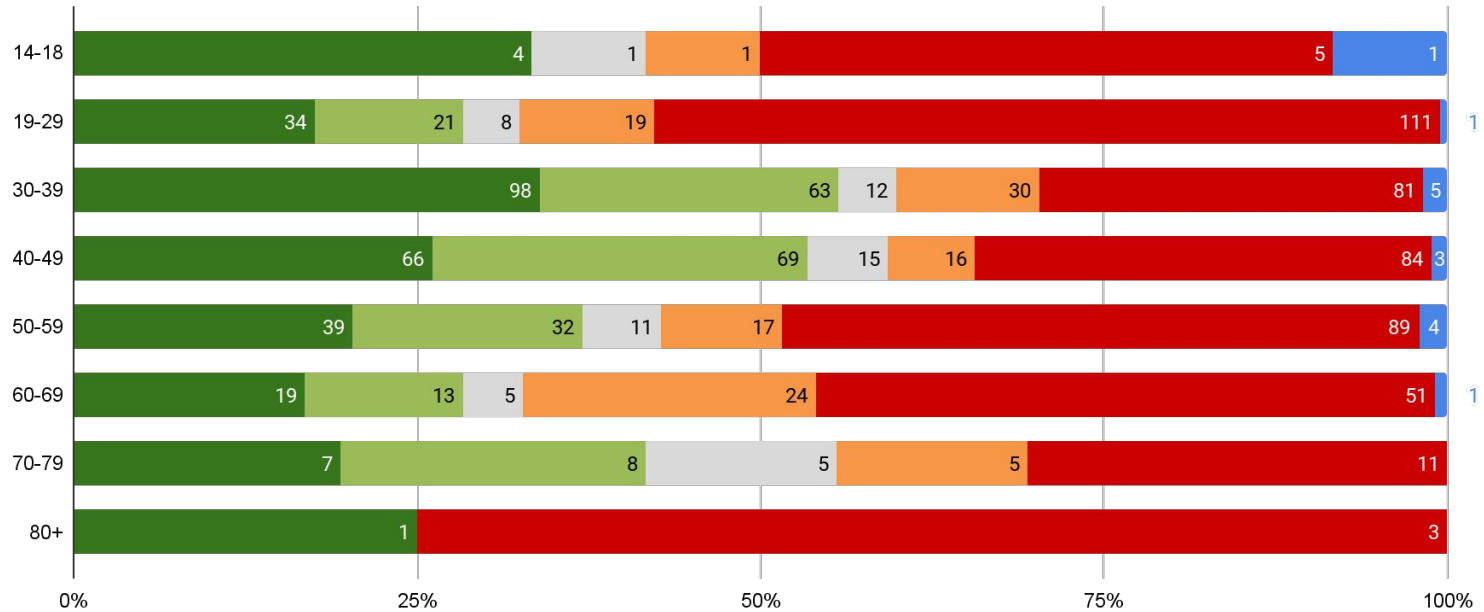
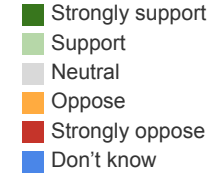
n=547

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know



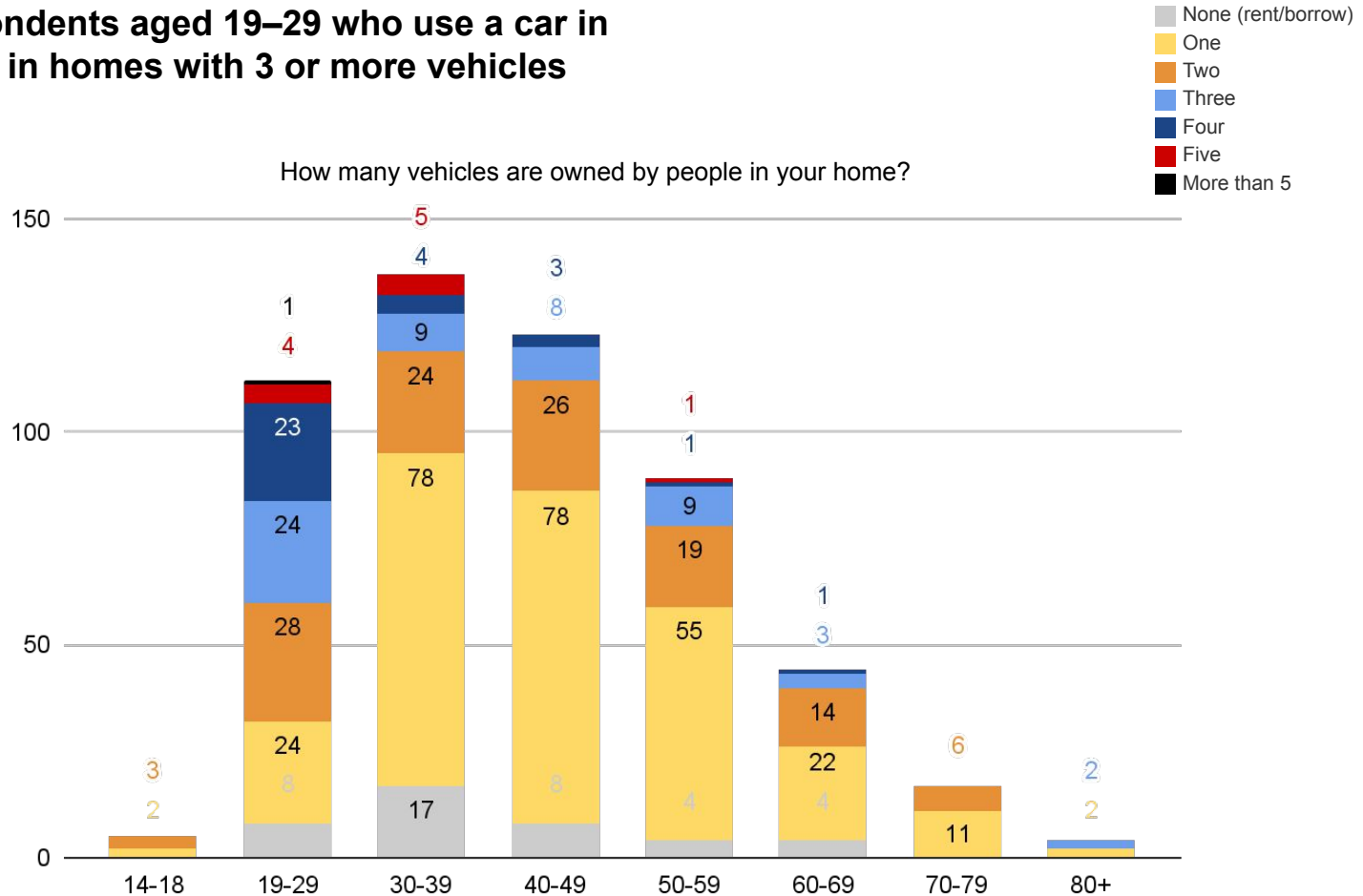
Strong opposition to the proposed scheme comes from respondents aged 19–29

n=1093



46% of respondents aged 19–29 who use a car in the area, live in homes with 3 or more vehicles

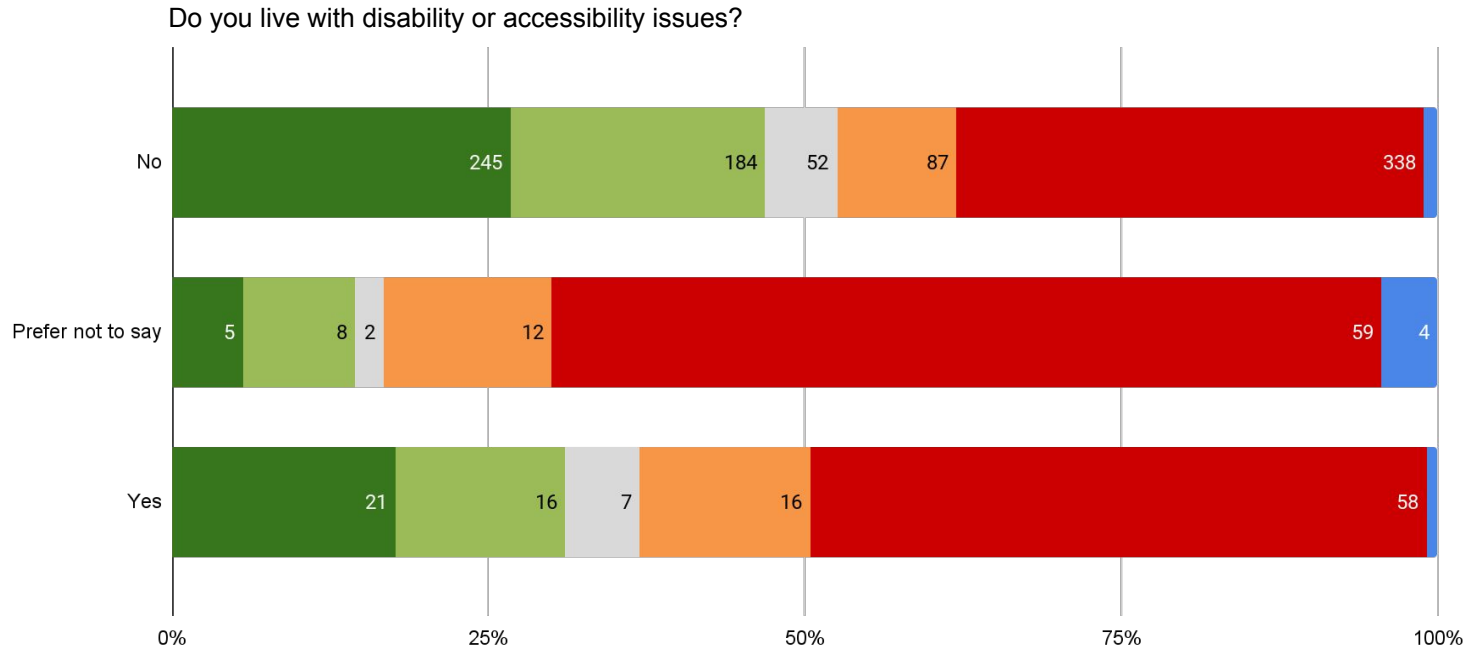
n=531



People who live with a disability are less likely to support the scheme

n=1125

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

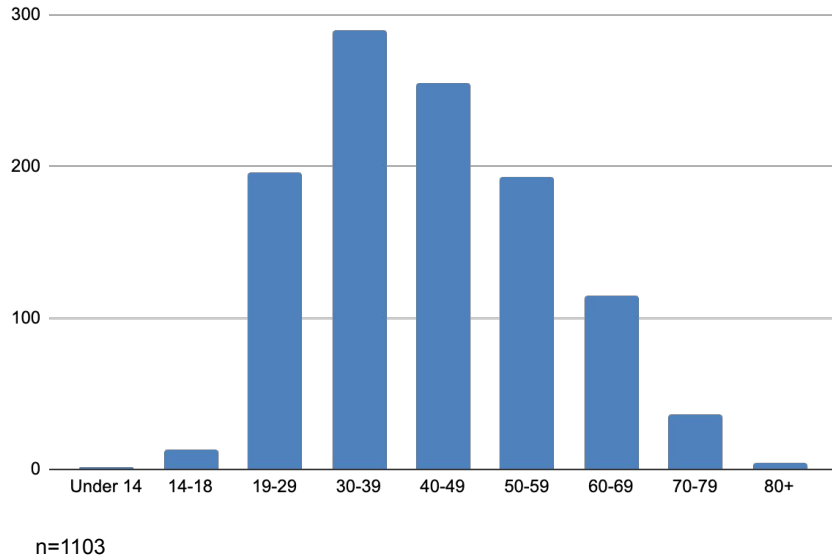




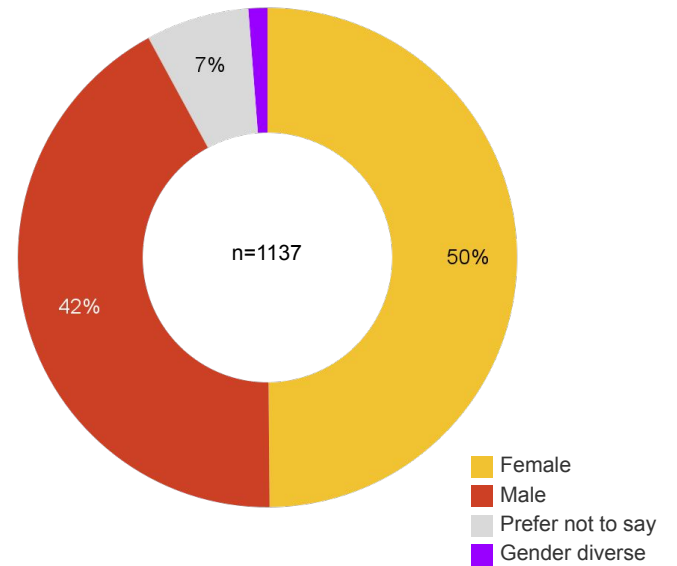
Who we heard from

Who we heard from

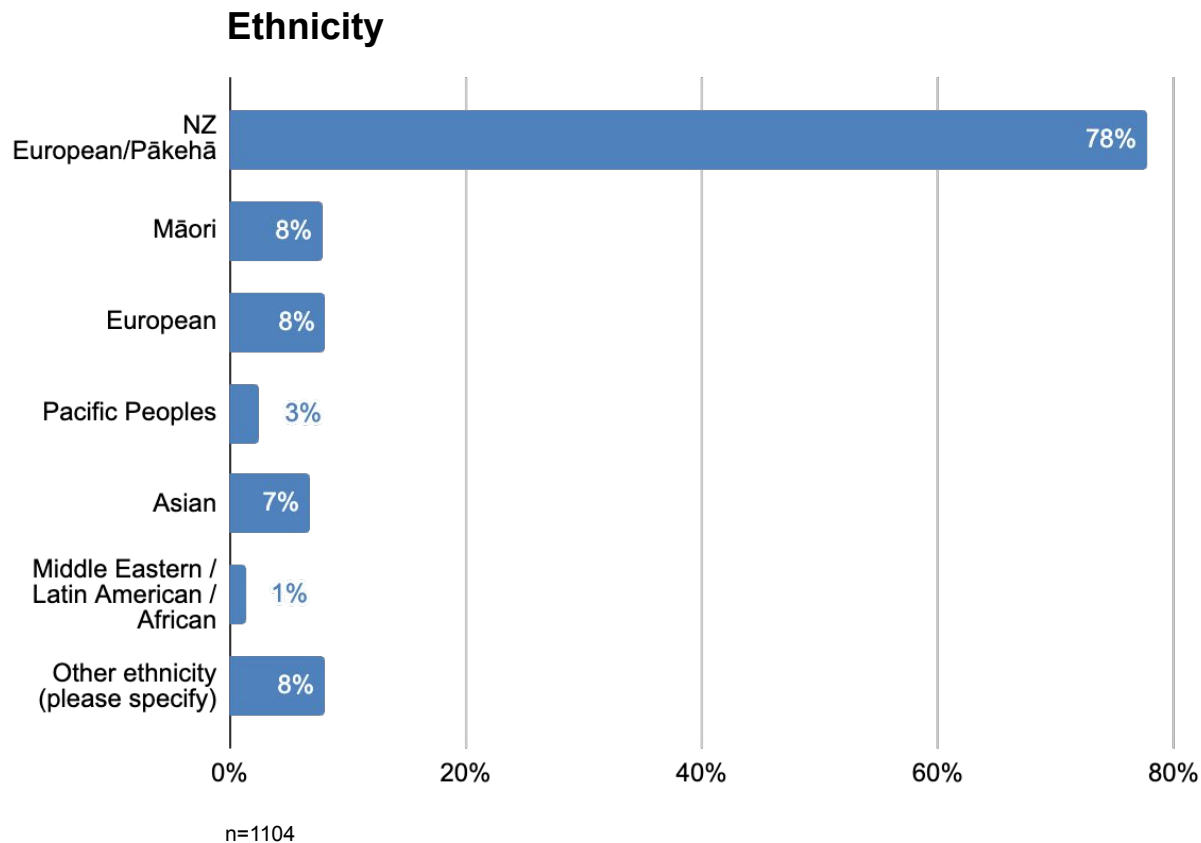
Age



Gender



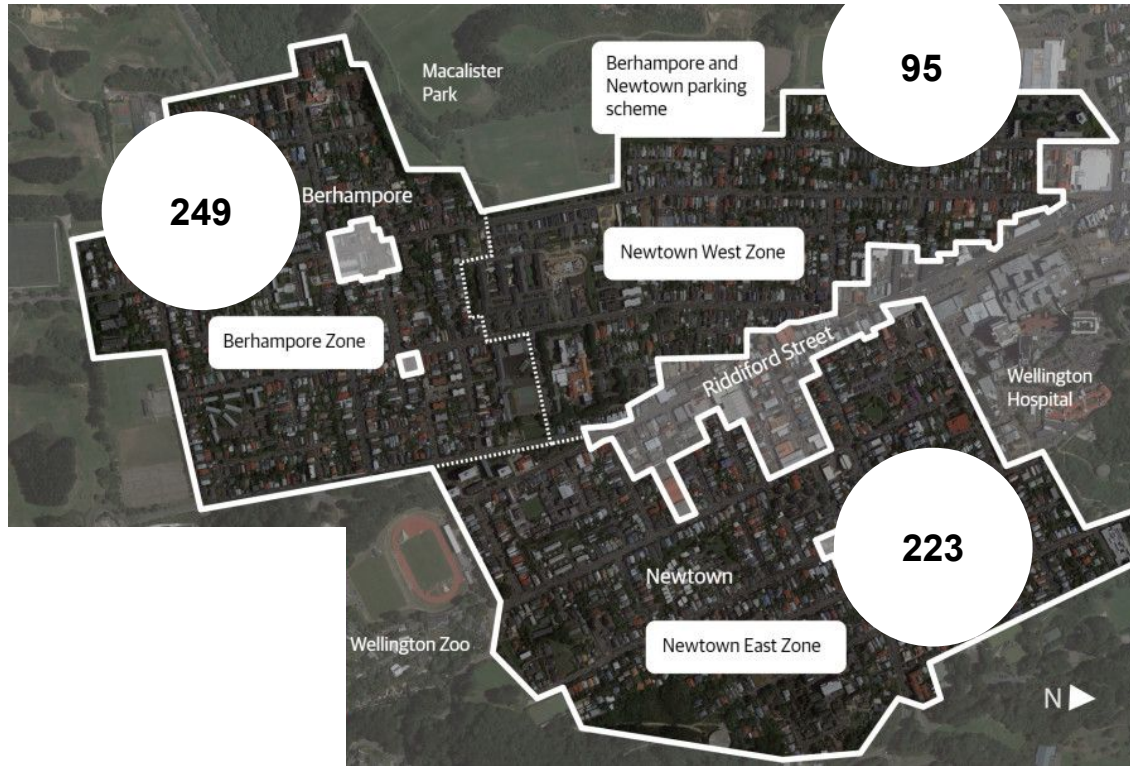
Who we heard from



Note:
Respondents could select more than one option so the total exceeds 100%

We heard from slightly more people who live in Newtown (compared to Berhampore)

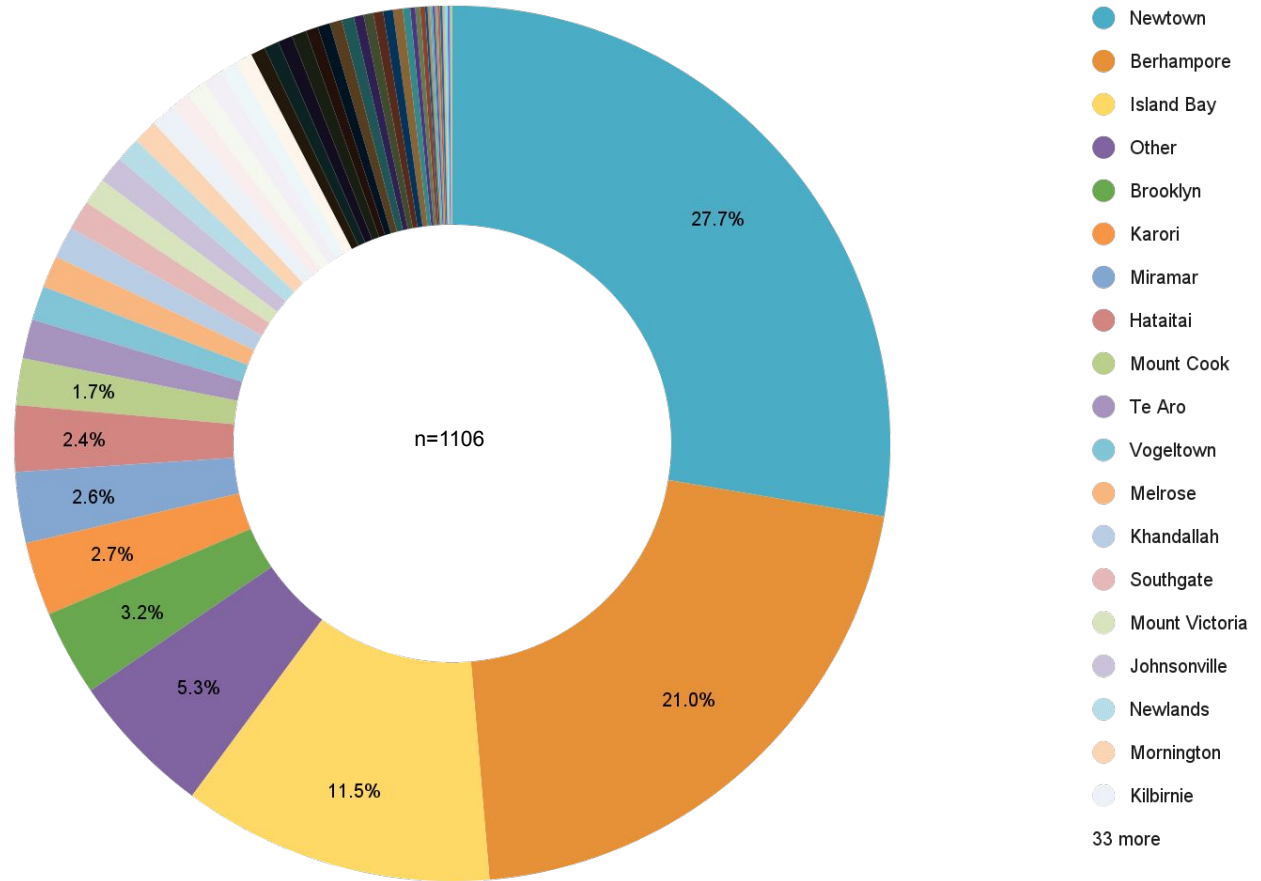
Number of respondents from each zone:



51% of respondents did not live within the proposed parking scheme area.

Suburb

49% of respondents live within Newtown and Berhampore.



Organisations and schools we heard from

Central Coast District Health Board - Te Whata Ora
CCS Disability Action
Cycle Aware Wellington
Cycling Action Network
Health New Zealand
Improv Connection
Island Bay Scouts
Island bay softball club
Mary Potter Hospice
Mortgage Market
Newtown Medical Centre
Newtown Playcentre
Newtown Residents' Association
New Zealand Automobile Association (NZAA)
Oliver's Army

Pacific Radiology - Wakefield Hospital
Pickled Parrot Lodge
St Sava Church
Sustainability Trust
The Salvation Army Newtown Centre
Total Touch
University of Otago
University of Otago - Medical School
Wellington Health Professional Students' Association
Wellington Regional Hospital
Wellington South Kindergarten
Wellington Urology at Riddiford Medical
Wellington Zoo
Women in Urbanism



Other engagement activity

Community drop-in sessions

We hosted eight drop-in sessions and events in the Newtown and Berhampore area during the consultation period. We extended the length of drop-ins as we recognised there was a wider pool of interested people across both the Newtown parking management scheme and the Berhampore and Newtown pedestrian, bike and bus improvements, and a greater amount of information to consider.

Drop-ins ran between 2-4 hours and there was a steady flow of people during these times. Over the consultation period we spoke to over 300 people.

Each drop-in held had a large overview map of each project, the technical drawings for those interested in detail, tablets for people to submit at the venue if they wanted to, and flyers to take away for further reading on our website before making a submission.

We ensured there were team members from the Newtown parking management plan and Berhampore and Newtown bus bike and pedestrian improvements at every drop-in session to answer technical and general questions about both projects.

Some drop-ins, such as the one located at the hospital had more focus on the parking management scheme, while the drop-in at Wakefield Park had more community interest regarding the proposed Berhampore and Newtown pedestrian, bike and bus improvements. We heard a wide range of concerns and questions across each of the project proposals.

We held three drop-ins at the hospital to make it accessible for staff to talk to the team. Drop-ins were scheduled to accommodate for staff shift changeovers and lunch breaks. While we worked with the internal hospital travel team to make sure consultation had been widely communicated through internal channels, these drop-ins were quieter than we had anticipated.

Community drop-in events were held at:

- Hospital lecture theatres and Hospital staff café
- Wakefield Park
- Daniel Street Community Hall
- Newtown Market
- Newtown Community Centre
- Centennial Flats

We dropped flyers at multiple community venues including:

- Newtown library
- Newtown community centre



Promotion and advertising

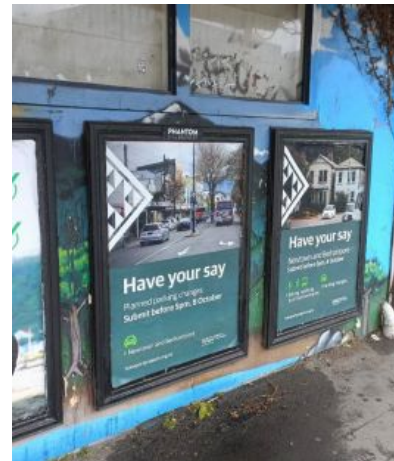
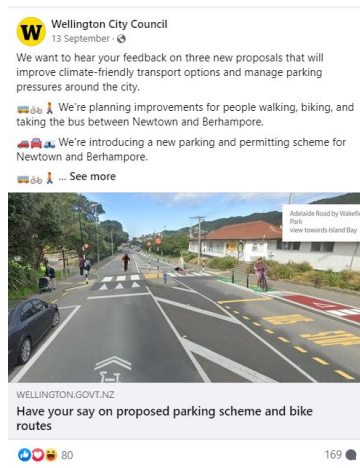
The promotion and advertising campaign for the Newtown parking management scheme was combined with the Berhampore and Newtown pedestrian, bike and bus improvements and Karori connections.

We used a mix of generic and targeted placement, messages, and images for the different suburbs. The campaign aimed to let people know about the planned changes to parking and permits, and the related bus/bike improvements, and where to provide feedback if they wanted to make a submission.

The consultation was promoted through media, email, radio advertising, newspaper advertising (The Post, and Independent Herald for Karori) billstickers, Adshels, and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice. Promotion activities performed higher than industry average across the board.

As well as a media release and news stories, Council's social media channels were used to promote consultation, including Facebook, LinkedIn, Twitter, and Instagram.

The campaign performed well above or at average across all channels. We also used our official WCC social media accounts to share the consultation to relevant community social pages. Wellington Hospital was also provided with information to use on their channels for hospital staff.





Appendix A: Theme descriptions

Themes

The consultation asked the community to provide feedback on a number of different aspects of the scheme, as well as the overall proposal. This resulted in a large number of themes, all of which are listed on the following pages with a definition of each.

The list is ordered from the most frequently mentioned theme across all questions and comments, to the least.

Theme descriptions (1/7)

Theme	Description
Concern about where hospital staff will park	Comment indicates concern or belief that hospital staff will have nowhere to park and/or be negatively impacted. Includes impact on staff at nearby medical facilities.
I have to park my car somewhere	Comment explaining why person/people would apply for a resident permit.
Permit cost is prohibitive	Comment indicates that the annual permit cost is too high and/or unfair, particularly during a 'cost of living crisis'.
Review when restrictions apply	Comment suggests that Council consider changing an aspect of the restrictions (eg P120, 8am-8pm, days of the week).
Limiting permits based on house is unfair	Comment suggests that there are lots of reasons why a house might require more than two permits (for example, 'flats' or for different reasons 'mobile carers').
General support	Comment stating general support for the scheme.
Redesign eligibility criteria	Comment suggesting the proposed scheme and eligibility criteria is complicated, does not reflect the needs of the community, does not consider needs of groups like teachers and businesses, and is unfair on houses with no off-street parking.
Public transport is inadequate	Comment indicating that public transport is not a viable alternative to driving. Often refers to hospital shift workers unable to use public transport due to timings.

Theme descriptions (2/7)

Theme	Description
Parking should be free for residents	Comment suggesting it is unfair that residents have to pay for parking despite already paying rates.
I have access to off-street parking	Comment explaining why person/people would not apply for a resident permit.
I feel like the scheme would force me to	Comment which explains why person/people would apply for a resident permit.
Hospital should provide parking for staff	Comment suggesting that this is the solution and then there would be no need for the scheme.
Concern about displacement	Comment expressing concern that the scheme will move vehicles from parking on one street to another, and/or that the scheme will increase vehicle movements as people drive around looking for parks, or changing parks more frequently.
Changes will improve the parking situation	Comment suggesting that the proposed changes will improve the current parking situation.
General opposition	Comment stating general opposition for the scheme.
Changes will make parking harder	Comment suggesting the scheme will make parking in the area harder.
Concern about where hospital visitors and patients will park	Comment expressing concern about the impact on hospital visitors and patients. Also refers to other medical services around the hospital like the hospice, labs etc.
Concern about impact on hospital services	Comment suggesting that hospital staff will leave, putting greater pressure on the health system.

Theme descriptions (3/7)

Theme	Description
I have no off-street park	Comment explaining why person/people would apply for a resident permit.
Leave it as it is	Comment suggesting that the existing situation is better than the proposed changes.
Expand number of unrestricted parks	Comment suggesting there should be more unrestricted parking allocated, and less P120.
The scheme will make life more stressful	Comment suggesting the scheme will introduce stress and/or hardship into peoples lives.
Consider accessibility needs	Comment expressing concern that the proposed changes will make it worse for people with accessibility issues.
I don't believe there is a parking issue	Comment suggesting that there isn't a parking issue where the respondent lives.
Concern about car park removal	Comment expressing concern about the impacts of removing parking availability.
Concern about safety of hospital staff/visitors/patients/residents	Comment suggesting it will be less safe for hospital users if they have to walk further to their vehicles.
WCC should focus on other things	Comment suggesting that Council should prioritise other issues like leaking pipes, keeping rates lower etc.
Criticism of WCC engagement process and decision making	Comment indicating frustration about not being heard or seen, and/or suggesting that the council will do as they please.

Theme descriptions (4/7)

Theme	Description
Changes support using active and/or public transport	Comment suggesting that the proposed scheme will encourage people to use active and/or public transport.
Fix public transport first	Comment suggesting public transport needs to be improved before implementing the scheme.
Scheme restrictions and/or costs should be greater	Comment which suggests greater costs or increased restriction eg reduce household limit to one, cost of permit should be greater.
Prioritisation of EVs is discriminatory	Comment specifically opposed to prioritising permits for EV owners (it is unfair given that EVs are expensive).
Purpose of scheme is revenue gathering for WCC	Comment suggesting that the main purpose of the scheme is to gather more revenue for WCC.
Existing garage is not fit for purpose	Comment suggesting that some old garages are too small, so should not be considered off-street parking.
Concern about impact on and/or access to businesses	Comment indicating concern that the scheme will make it harder for some businesses to operate, and harder to access some businesses.
General criticism of Wellington City Council	Comment expressing general critique of Wellington City Council and/or abusive comment.
Include residents only parks in scheme	Comment suggesting that more resident only parks would be a better solution (rather than P120 with residents exempt).

Theme descriptions (5/7)

Theme	Description
Revise the boundaries of the scheme	Comment includes query/suggestion around specific locations and why they have/haven't been included. Also includes requests to extend permit zones.
Supports reduction of reliance on motor vehicle	Comment suggesting the scheme might encourage people to get rid of their private vehicles.
Concern about the visitor pass process	Comment suggesting that the visitor passes create too much bureaucracy, could be difficult to use, and perceived as an invasion of privacy.
Lack of clear rationale or data to support changes	Comment suggesting there is not enough evidence, or enough of a problem, to implement the changes.
Expand restricted P120 parking	Comment suggesting there should be more P120 limited parking allocated, and less unrestricted.
Scheme will require enforcement	Comment which suggests that to ensure the scheme works, enforcement will be needed.
Make visitor pass numbers equal for all households	Comment suggesting that the number of visitor passes should be the same for all households (regardless of access to off-street parking).
Scheme balances the parking needs of residents and visitors	Comment supports the scheme stating it will overall balance the needs of residents and visitors of the area.
I don't own a vehicle	Comment explaining why person/people would not apply for a resident permit.

Theme descriptions (6/7)

Theme	Description
Visitor pass costs are prohibitive	Comment suggesting that visitor pass costs are too high.
I will wait to see what impact it has on parking	Comment explaining why respondent would/would not apply for a resident permit.
Increase availability of mobility parking	Comment suggesting WCC increase the number of mobility parks in the area.
Support for removing car parking	Comment expressing support for removing more car parks within the scheme zones to increase safety and/or allowing more space for other amenities such as cycle lane or bike parking.
Cycle lane unnecessary	Comment expressing sentiment that the cycle lane proposed infrastructure is not required.
Include commercial area in scheme	Comment suggesting that business owners/workers should be eligible for permits.
Ensure parking available for car share services	Comment suggestions there needs to be a parking allowance for car share services.
Concern about impact on access to sportsgrounds	Concern about the impacts of the changes (mainly the removal of car parks) on the usability/accessibility of the Wakefield Park/Sports Grounds for users of the wider region.
I already have a residents permit	Comment explaining why people would/would not apply for a residents permit.
The scheme is complicated	Comment suggesting the scheme is too complicated.

Theme descriptions (7/7)

Theme	Description
Increase number of free visitor passes	Comment suggesting an increase in the number of free visitor passes a household receives each year.
Changes will be good for the environment	Comment suggesting the scheme will result in positive changes for the environment.
Concern about access to Newtown Medical	Comment specifically mentions Newtown Medical Centre.
I live outside of the parking zone	Comment which explains why person/people would not apply for a resident permit.
Changes will improve safety	Comment expressing that the proposed changes will see an improvement to safety in the area. This theme is a spillover from the Berhapore and Newtown pedestrian, bike and bus improvements survey.
Reduce number of free visitor passes	Comment suggesting a reduction in the number of free visitor passes a household receives each year.
Concern visitor pass system will impact social life	Comment expressing concern that the scheme is too complicated and inflexible and as a result residents will get fewer visitors.
Concerns about impact to traffic safety	Comment expressing concern that the proposed changes will make traffic less safe. This theme is a spillover from the Berhapore and Newtown pedestrian, bike and bus improvements survey.
Use alternate route for cycle lane	Comment suggesting WCC look at an alternative route for the cycleway such as parks and golf course.
My street has no restrictions	Comment which explains why person/people would not apply for a resident permit.