

Summary of the proposed Berhampore and Newtown parking scheme

September 2023

The big picture

Parking is part of city life for many of us. Our expectations around parking have developed with our increased reliance on private vehicles over the last few decades.

We like to park affordably, near our destinations.

This is not sustainable.

Pressures such as climate change, a shortage of space, higher demand for parking, increasing car ownership rates, and population growth are all coming into play, with Wellington projected to be home to another 50,000 to 80,000 residents by 2050¹.

Against this, the supply of Council-controlled parking has decreased due to construction work, earthquake damage to parking buildings, and the increasing need to provide space for car share, electric vehicle charging, and active transport modes such as walking and cycling.

To continue balancing these pressures while providing more equitable parking and better outcomes for Wellington, we need to be proactive in how we shape our city.

This means changing how we move around, and how we use our streets and spaces, including parking.

Waka Kotahi NZTA's [Wellington Regional Mode Shift Plan](#) prescribes the implementation of parking policy to "discourage long-stay on-street commuter parking and enable reallocation of road space", listing it as a focus area to influence travel demand and transport choice.

With half of the 82,000² people travelling into the CBD each morning being motor vehicle occupants, policy around transport, parking, and land use needs to be aligned to realise a sustainable, climate-resilient Wellington, where more people move through the city in fewer vehicles.

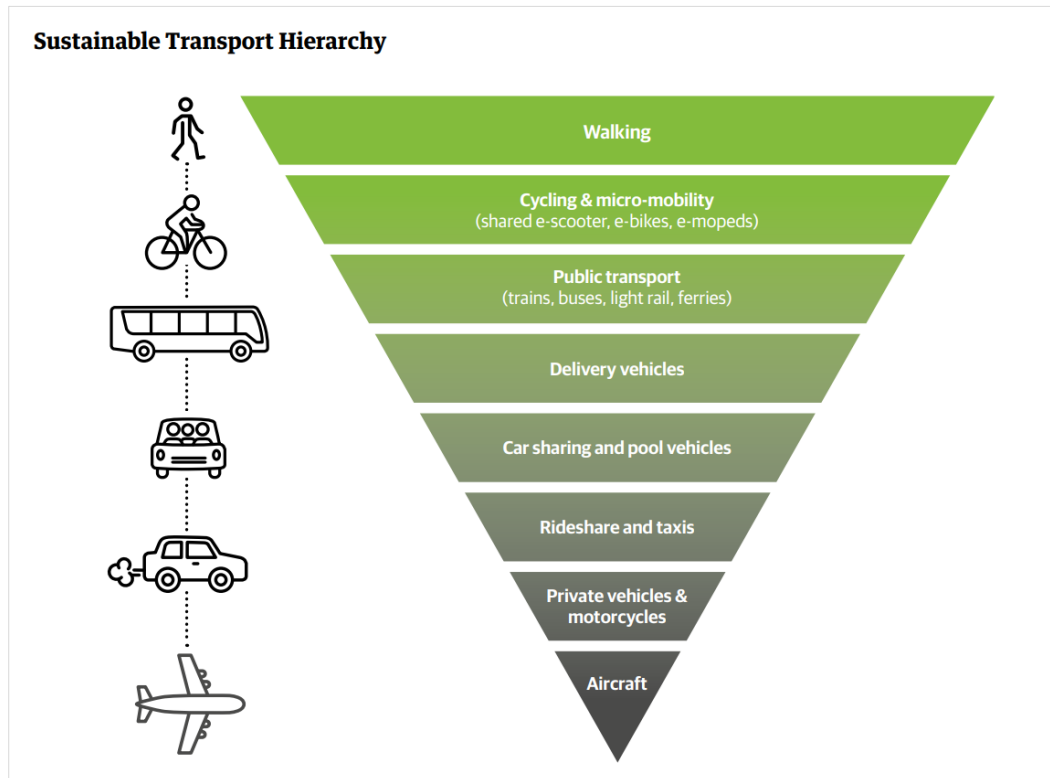
In the future more Wellingtonians will live in closer proximity to key public transport routes, and active transport will be a viable transport option for more of us.

We also have a goal to be a zero-carbon capital by 2050.

¹ Wellington Regional Housing and Business Development Capacity Assessment (2019)

² Regional mode shift plan Wellington 2020

Below is the transport hierarchy from [Te Atakura First to Zero: Wellington's Blueprint for a Zero Carbon Capital](#):



The hierarchy places public transport and active transport modes such as walking and cycling at the top of the list. This means they take priority over parking when setting policy that governs the use of our limited road space.

This is reflected in our [Parking Policy](#), adopted by the Council in August 2020.

An essential service under pressure

Waka Kotahi NZTA's [National Parking Management Guidance 2021](#) describes good parking management as "...a crucial component of the overall transport system, and essential for creating vibrant and well-functioning urban areas. It is especially important in areas experiencing growth pressure...", while its overarching objective is to "...enable an appropriate and efficiently used level of parking supply in a way that equitably supports wider transport and urban form outcomes."

About 40,000 motor vehicle commuters come into central Wellington each morning, and each vehicle will need some form of parking.

This means a case can be made that parking management is an essential service, aiming to achieve better outcomes and more equitable access through tools such as time restrictions, pricing, resident permits, and strategy.

In 2019, the city had approximately 2200 resident parking spaces, but 4300 resident parking permit holders and 1400 coupon exemption permit holders.

Also in 2019, 224 permits were issued against 169 designated resident parking spaces in Newtown, where demand clearly exceeds supply, creating access challenges and driving high permit infringement rates.

Newtown

Urbanisation is increasing, bringing more people to live and work in inner-city suburbs like Newtown. Transport issues, urban planning decisions, and the nature of local businesses, services, and facilities such as the regional hospital come into play.

Such areas develop their own dynamic between on and off-street parking. This needs to be managed to optimise the use of road and parking space, as well as parking turnover and occupancy.

Therefore, parking management should be tailored to local areas for the most equitable outcomes.

[Our City Tomorrow: A Spatial Plan for Wellington City](#) is a framework outlining how we manage our city's growth and development over the next 30 years.

The spatial plan identifies Newtown as an area where development will be encouraged.

Area-based schemes, based on parking management plans and changes agreed after the Parking Policy consultation process, will be rolled out across Wellington.

The first of the new schemes will be in Newtown and Berhampore. It will mean time restrictions on some of the Council-controlled on-street parking spaces in residential streets in Newtown and Berhampore, with eligible residents and businesses able to apply for exemption permits to allow them to park for longer.

The aim is to prioritise the allocation of permits to households for whom alternative transport is inaccessible, and households that are unable to store or charge their vehicles off-street.

A more detailed analysis of parking pressures in Newtown can be found in the [“Why we are proposing the change” section](#).

What we'd like to do

The scheme

We would like to introduce a new P120 Resident Permit Exempt scheme to Newtown and Berhampore to better manage parking and the demand and allocation of parking permits.

The way parking works in residential streets in Newtown and Berhampore will change and include the introduction of short-stay parking spaces with exemption permits for eligible permit holders.

This scheme gives priority to residents by providing parking close to where they live and enabling short-stay visits for tradespeople, shoppers, and visitors. In line with Wellington City Council's Parking Policy, it discourages commuters from outside Newtown and Berhampore parking for

extended periods by reducing the number of car parking spaces with no time restrictions (unrestricted parking)

This scheme sets out the proposed system to permit vehicles to park longer than the stated time restriction (in P120 – Resident Permit Exempt spaces) in Newtown and Berhampore by:

- discontinuing the current resident permit scheme in operation
- introducing new P120 (Monday–Sunday, 8am–8pm) Resident Permit Exempt parking zones to Newtown and Berhampore based on the percentage of dwellings with no off-street parking (59 percent)
- introducing an exemption (permitting) system
- introducing visitor day passes
- introducing P120 Resident Permit Exempt parking zones with boundaries
- introducing eligibility criteria for residents to apply for a permit, including a main address located in a P120 Resident Permit Exempt parking zone
- introducing a priority allocation system for permits based on the priorities set out in the Parking Policy 2020
- introducing annual cycles with set application dates for each P120 Resident Permit Exempt parking zone
- introducing set application dates for each P120 Resident Permit Exempt parking zone
- introducing an 85 percent cap on the total number of permits relative to the total number of P120 spaces
- introducing a 2-permit maximum for eligible households, unless there are multiple mobility permit holders
- issuing permits for 12 months only based on the annual cycle for each zone
- phasing out paper permits and replacing them with digital ones.

The permits

The proposed new permit scheme provides eligible residents and business owners located within the P120 Resident Permit Exempt parking zones the opportunity to apply for permits which grant an exemption to the P120 time restriction.

- The proposed parking scheme will replace any existing residents parking in the Newtown/Berhampore area.
- The proposed parking scheme restrictions will apply Monday–Sunday, 8am–8pm. A permit will be required to park longer than 120 minutes during these hours.
- Permits will be electronic, and the vehicle licence plate will serve as the permit.
- A permit will only be valid for the vehicle it is issued for.
- A permit is valid for a maximum of 12 months.
- A permit is specific to the P120 Resident Permit Exempt parking zone it is issued for, and not valid for use in other zones or parts of the city. There will be three different zones in the Newtown and Berhampore area.
- A permit can only be issued for the zone corresponding to the address of application.
- The number of permits issued for a P120 Resident Permit Exempt parking zone will be capped at 85 percent of total available spaces (the detail can be found in the permit cap section).
- A permit will not be required for vehicles carrying out essential duties, enforcement and statutory powers such as emergency vehicles attending an emergency or vehicles from

utility companies actively doing unscheduled emergency repair works, such as repairing leak or lost power supply.

Eligibility

- Each residential dwelling or business located within a P120 Resident Permit Exempt parking zone is eligible to apply for a permit.
- People whose main place of residence is within a P120 Resident Permit Exempt parking zone and who own, or have regular use of a vehicle, are eligible to apply for a permit. Guests of a hotel, hostel, serviced apartment, guesthouse or Airbnb are not considered residents.
- If a business or institution is permanently located within a P120 Resident Permit Exempt parking zone (and has been there longer than three months) they may apply for a permit.

Ineligible dwellings

The following types of properties are ineligible for permits:

- halls of residence
- correctional facilities
- hotels
- motels
- hostels
- serviced apartments
- guesthouses
- properties operating solely as an Airbnb or other type of holiday let.

Eligible vehicles

- Permits will only be issued for light vehicles (except those which exceed 5 metres in length, and/or have more than nine seats, unless such a vehicle is necessary for the specific needs of a mobility permit holder).
- All vehicles parked on the street must have a valid Warrant of Fitness and vehicle licence (registration).
- Motorcycles, scooters, and mopeds are eligible for permits.
- Any vehicle without a permit may park in line with sign-posted time restrictions.
- Electric vehicles are defined as a motor vehicle with motive power wholly or partly derived from an external source of electricity. The Council will consider battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs) as electric vehicles.

Ineligible vehicles

- Non-motorised vehicles (such as trailers, and caravans), heavy goods vehicles, motorhomes, house buses, buses, and coaches
- Boats
- All-terrain vehicles (ATVs) and quad bikes.

Off-street parking

- Off-street parking is a parking space that is not on a street, such as a garage, parking building, or driveway. It includes structures built on, over, or under road reserve with a valid encroachment licence.
- The Council will consider any property with a kerb crossing to have off-street parking facilities. Having a kerbside crossing to access a property removes the ability for the public to use that section of the street.
- If a dwelling has off-street parking that is used for another purpose such as storage, office space or as a sleep-out, or if the vehicle is not able fit due to its size, this will not change the priority of the application.

Priority group eligibility

Priority groups	Category	Eligibility criteria
Group 1	Mobility permit holders	Temporary or permanent mobility permit holders whose main place of residence is located within a P120 Resident Permit Exempt parking zone. A mobility permit holder does not need to be the owner of the vehicle.
Group 2	Electric vehicle owners with no off-street parking	Residents whose main place of residence is located within a P120 Resident Permit Exempt parking zone, own an EV (BEV or PHEV) vehicle and the property has no off-street parking. There are no restrictions on when a property has been built.
Group 3	First permit for pre-1930s houses or pre-1940s apartments with no off-street parking	Residents whose main place of residence is within a P120 Resident Permit Exempt parking zone and own or have regular use of a vehicle. A house built before 1930 or apartment built before 1940 that has no off-street parking.
Group 4	First permit for pre-2020 dwellings with no off-street parking (those built after the 1940s but before 2020)	Residents whose main place of residence is within a P120 Resident Permit Exempt parking zone and own or have regular use of a vehicle. Properties built after the 1940s but before August 2020.

Group 5	First permit for businesses located within the parking zone	Businesses (occupying commercial premises and paying business rates) or institution is permanently located within a P120 Resident Permit Exempt parking zone (and has been there longer than three months) are eligible for an exemption permit. Vehicle must be registered to the business or individual who is linked to the business.
Group 6	Second permits for priority dwellings:	
Group 6 (a)	Pre-1930s multi-occupied dwellings with no off-street parking	Residents of multi-occupied dwellings (a dwelling occupied as a house share of three or more unrelated adults, such as a student flat-share or group of young professionals) located within a P120 Resident Permit Exempt parking zone. The property is built before 1930 and has no off-street parking.
Group 6 (b)	Pre-2020 multi-occupied dwellings with no off-street parking	Residents of multi-occupied dwellings (a dwelling occupied as a house share of three or more unrelated adults, such as a student flat-share or group of young professionals) located within a P120 Resident Permit Exempt parking zone. The property is built before August 2020 and has no off-street parking.
Group 6 (c)	Businesses within the zone with no off-street parking	Issued to businesses or institutions located within a P120 Resident Permit Exempt parking zone if the premises have no off-street parking, including staff and customer spaces. The vehicle must be registered to the business or individual who is linked to the business.
Group 7	First permit for pre-2020 dwellings with one or more off-street parking spaces	Residents whose main place of residence is within a P120 Resident Permit Exempt parking zone and own or have regular use of a vehicle are eligible. The property is built before August 2020 and has one or more off-street parking spaces.
Group 8	First permit for dwellings built after 2020	Residents whose main place of residence is within a P120 Resident Permit Exempt parking zone and own or have regular use of a vehicle are eligible. The property is built after August 2020 and does or does not have off-street parking spaces.

Group 9	Second permits for all other dwellings	Residents whose main place of residence is within a P120 Resident Permit Exempt parking zone and own or have regular use of a vehicle are eligible.
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Application and allocation process

- Applications will be processed in two-steps:
 - **Step 1: Approved**
Applications will be verified, and priority group assigned.
 - **Step 2: Issued**
Each permit will be issued according to the priority hierarchy and the time and date the application was received.
- Applications will be assessed within 10 working days of receipt. It may take longer if additional information is required.
- The maximum number of permits per dwelling is two, except for dwellings with multiple mobility permit holders.
- Each successful application will result in one permit being issued, up to the maximum (2).
- A new allocation process based on the priority hierarchy set out in the Parking Policy 2020 will be implemented. Permits will be issued in order of priority until all applications are processed or the permit cap has been reached.
- Applications submitted outside of the annual application cycle will still be processed. If the cap is reached, applications will close, and a waitlist may apply. If a permit is issued, the expiry date will align with the annual cycle date range.

Permit fee and duration

- 12-month permits will only be issued when successful applications are made on time during the annual cycle.
- If a permit is issued outside the annual permit cycle, charges (3 months minimum) will be pro-rata, and expiry will align with the cycle for the area.

Permit length	Proposed fee
0-3 months	\$51
4 months	\$68
5 months	\$85
6 months	\$102
7 months	\$119
8 months	\$136
9 months	\$153
10 months	\$170
11 months	\$187
12 months	\$195

Annual renewal cycle

- Each exemption area has an annual renewal cycle beginning and ending on set dates (12 months from commencement of the scheme).
- All permits issued to an exemption area will expire on the same date.

Permit cap

- The overall number of permits will be capped at 85 percent of the total P120 spaces in each Resident Permit Exempt parking zone.
- Permits issued to a motorcycle, scooter or moped will not be counted towards the overall permit cap for an area.

Parking zone	Number of P120 Resident Permit Exempt parking spaces	Permit cap
Newtown west	638	542
Newtown east	1207	1026
Berhampore	458	389

Permit renewals

- Permits are subject to an annual re-application process.
- Permits do not automatically renew.
- It is the permit holder's responsibility to ensure they apply in time, for the correct permit.
- Applications are subject to the allocation process.
- There is no guarantee that if a permit was granted in one year that it will issued again during the next annual cycle.

Visitor day passes

The proposed visitor day pass system supports the operation of the new P120 Resident Permit Exempt scheme by providing access for visitors or tradespeople for a day. It allows for guests, or trades to park near a property for longer than the designated time limit.

- Permits will be electronic and activated online. A vehicle licence plate will serve as the permit.
- A permit will only be valid for the vehicle it is issued for.
- A permit must be activated prior to the vehicle parking longer than 120 minutes.
- A permit is valid for a single calendar day, up to a maximum of 12 hours.
- A permit allocated to a licence plate will count as a single permit.

- A permit is specific to the P120 Resident Permit Exempt parking zone it is issued for, and not valid for use in other areas.
- A permit can only be issued for the zone corresponding to the address of application.

Visitor day pass eligibility

- Each residential household located within a P120 Resident Permit Exempt parking zone is eligible for visitor day passes.
- Each household is eligible to a free allocation of visitor day passes each annual cycle.
- Residents whose main place of residence is within a P120 Resident Permit Exempt parking zone are eligible. Guests of a hotel, hostel, serviced apartment, guesthouse or Airbnb are not considered residents.

Allocation of visitor day passes

- Dwellings with no off-street parking are granted 50 free visitor day passes per annual cycle.
- Dwellings with one or more off-street parking spaces are granted 25 free visitor day passes per annual cycle.
- Visitor day passes are allocated to a household and not an individual.

Visitor day pass fee

Additional visitor day passes have a fee for a single pass.

Visitor day pass length	Proposed fee
1 day	\$18

Revoking or cancelling permits

The Council reserves the right to revoke any permit/s. A permit may be revoked when a permit holder:

- gives the Council false information
- uses a permit fraudulently
- supplies a permit to others not entitled to use them
- no longer meets the qualifying criteria
- payment has not cleared
- doesn't adhere to the permit holder responsibilities.

Offence (not a substitution for legislation)

Under section 40 of the Land Transport Act 1998 and Land Transport (Road User) Rule 2004 6.4 (1)

A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a road contrary to the terms of a notice, traffic sign, or marking that—

- (a) indicates that stopping, standing, or parking vehicles is prohibited, limited, or restricted; and
- (b) is on or adjacent to the road; and
- (c) is authorised by a road controlling authority under the Land Transport Rule: Traffic Control Devices 2004.

The driver would then be subject to an infringement fee that ranges between \$12 and \$57.

No changes are suggested to these offences through the resolution process.

Why we are proposing the change

Newtown is home to one of the largest employers in Wellington, the Wellington Regional Hospital. It also has a large shopping centre with many business and social service providers.

Newtown's housing developments, the expansion of the hospital area, an increase in retail activity, and its proximity to central Wellington have led to increased parking pressure from residents, commuters, and visitors.

Against this, planned projects such as the introduction of new bike lanes, bus priority routes, and mass rapid transit are likely to impact on-street parking in the future.

The urban environment is generally one of detached dwellings on compact rectangular lots laid perpendicular to the street, with narrow frontages and small separation distances giving a sense of high density.

The population in Newtown increased by 12 percent on average between 2006 and 2018, with a 21 percent rise in Newtown north. There is a high dwelling occupancy in Newtown, over 90 percent.

About 59 percent of Newtown households do not have off-street parking, meaning many residents park on the street.

Parking surveys in the area in 2022 showed:

- the parking occupancy in Newtown and Berhampore is 79 percent on average on weekdays and 70 percent on weekends
- there are high non-compliance rates, particularly on weekends, as shown in the Newtown Parking Management Plan
- there is a high proportion of commuter parking from outside the area
- peak weekday parking occupancy exceeds 85 percent in five of seven precincts and average daytime parking exceeds 85 percent in the Adelaide Road residential area and around Wellington Regional Hospital

- overnight weekday parking also exceeds 85 percent in the Adelaide Road residential area.

Surveys in Newtown in 2019 and 2022 established average occupancies of 65 and 79 percent respectively. A 14 percent increase in three years is notable.

More than two-thirds of Newtown's residents do not use private vehicles for commuting, however the number of households that own at least one vehicle is between 60 and 70 percent.

This means that most resident-owned street-parked vehicles in the Newtown survey area remain there throughout the day.

Location – where we propose to make the change

It is proposed to provide two-hour parking (authorised residents with a permit will be exempt from the time limit) in most residential streets in Newtown (shown as Newtown east and Newtown west zones in below map).

The same scheme is proposed for Berhampore for only the streets where there is existing parking pressure and where there may be additional pressure as we reallocate parking from Adelaide Road (shown as Berhampore zone in the map below).

Properties that are business-zoned or centre-zoned in the district plan (shown on the map below) are not eligible for a permit and their frontages will not have our proposed parking changes. Plans are available showing the changes planned in every street.



Impacts

- Transport mode shift: strategically supports the “influencing travel demand and transport choices” aspect of Waka Kotahi NZTA’s [Regional Mode Shift Plan](#).
- Climate resilience: strategically supports [Te Atakura – First to Zero](#) – Wellington’s blueprint for a zero carbon capital, specifically the sustainable transport hierarchy.
- Urban development: strategically supports [Our City Tomorrow: A Spatial Plan for Wellington City](#).
- Applies parking management best practice: strategically informed by Waka Kotahi NZTA’s [National Parking Management Guidance](#) document.
- Improves parking accessibility for residents, particularly mobility permit holders and those with no off-street parking.
- Improves short-stay accessibility for visitors, shoppers, and tradespeople.
- Better uptake of EVs and rideshare vehicles.
- Reduces parking conflict and out-of-suburb commuter parking.
- Reduces traffic congestion.
- Improves public and active transport services and infrastructure as a result of increased demand for those transport modes.
- Healthier people as a result of better uptake of active transport.
- Better parking user experience.
- Better utility of public space.

How this relates to the Parking Policy 2020

- Supports shift in type of transport used – facilitates a shift to using active and public transport to move more people in fewer vehicles.
- Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people moving along transport routes rather than people parking or storing stationary vehicles.
- Supports business wellbeing – ensures parking management and pricing controls support economic activity and mobile trades and services.
- Supports city place-making, amenity, and safety – ensures on-street parking design and placement, supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
- Supports access for all – ensures disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues.
- Supports becoming an eco-city – facilitates the uptake of car sharing, electric vehicles, and other transport with low-carbon emissions. Manages parking and incentivises a decrease in vehicle use to contribute to reduced emissions, better air and water quality, better stormwater management, and improved biodiversity outcomes.
- Principle A: make iterative parking changes that are linked to improvements in the overall transport system, specifically improvements to public transport, walking and cycling.
- Principle B: manage the decreasing supply of Council-controlled parking by prioritising how space is used and who uses the spaces to achieve an optimum level of use.

- Principle C: ensure that access to the city centre, Council facilities and suburban centres is inclusive and prioritises people who can't use active and/or public transport, and those that do not drive.
- Principle D: parking is priced at a level that achieves policy objectives, is consistent with broader transport objectives and supports Let's Get Wellington Moving.
- Principle E: support local area-based parking plans where there is evidence-based need and community support.
- Principle F: primarily focus the Council's role on prioritising existing space, not on increasing parking supply. This includes considering alternative higher-value use of the land currently used for parking.