



Newtown and Berhampore Parking Scheme

Consultation summary
30 January - 19 February 2024



499

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 Newtown and Berhampore parking scheme proposal during the January 30 – February 19 consultation period. 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. It has undergone some revisions, and the current proposal incorporates changes informed by community feedback from previous consultations. 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

Consultation on the proposed scheme is the latest phase of ongoing work with stakeholders and the community. This iteration of the scheme incorporates changes based on nearly 2,000 pieces of feedback received from during two previous community engagements in 2022 and 2023.

The community had the opportunity to provide feedback on the proposed scheme in February 2024. We sought feedback about specific changes to parking management in Newtown and Berhampore. Included on the consultation website was a tool that allowed users to look up an address to see the existing parking rules, and use a slider to see the proposed changes at that location.

There were 499 submissions made during this round of consultation, less than half the response rate to the one conducted in 2023. Overall, 56% of submissions strongly opposed or opposed the proposal and 38% 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, while a majority of those who visit the area were supportive of the proposal. 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?

499

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. Three duplicate submissions were identified, combined or removed.



What we're hearing

Overall level of support for the scheme from all respondents



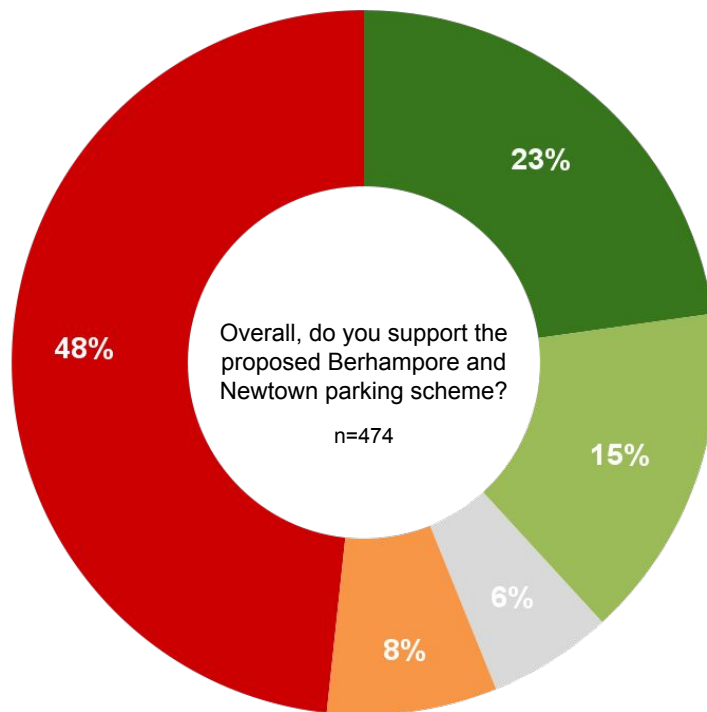
56% of all respondents oppose or strongly oppose the proposed scheme.

↑ Opposition up from 51%*

38% of all respondents support or strongly support the scheme.

↓ Support down from 42%*

* Compared to the final 2023 consultation results



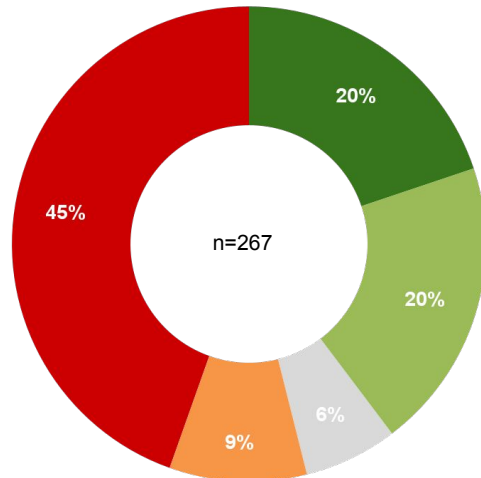
A further look at levels of support shows it is made up of:

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

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

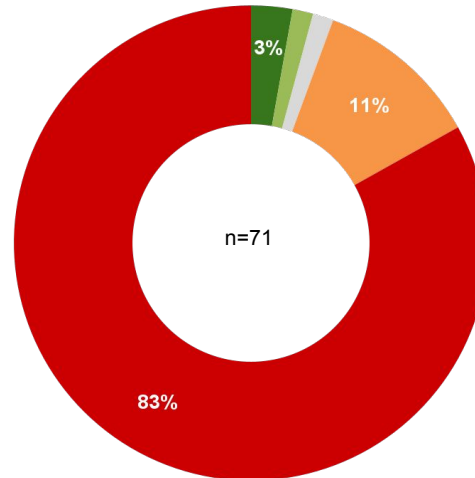


54% of respondents who **live in the area** and own a car oppose the scheme, while 40% support the scheme:



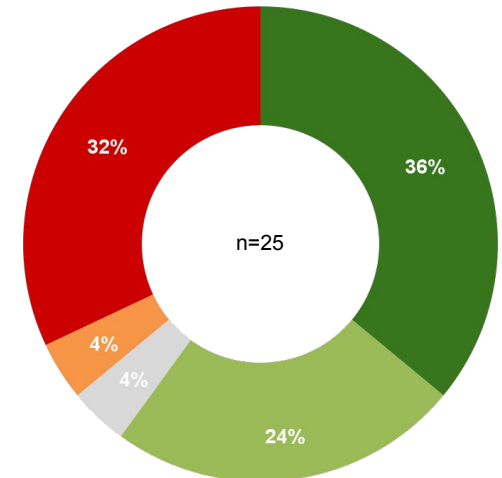
Previous consultation results:
52% of respondents who **live in the area** and own a car oppose the scheme, while 41% support the scheme

94% of respondents who **work in the area** and use a car oppose the scheme, while 4% support the scheme:



Previous consultation results:
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 36% oppose the scheme:

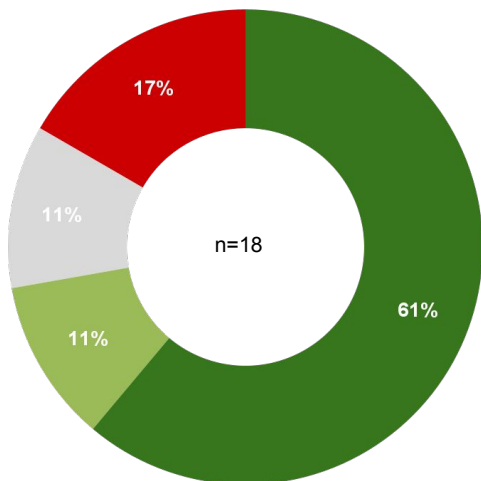


Previous consultation results:
60% of respondents who **visit the area** for activities support the scheme, while 28% oppose the scheme:

Support from other groups

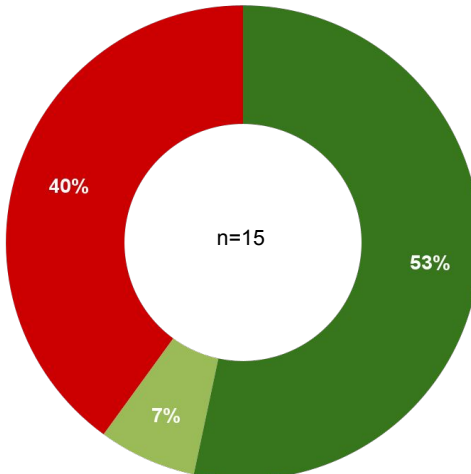
- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

72% of respondents who **live in the area** and **rent/borrow a car** support the scheme, while 17% oppose the scheme:



Previous consultation results:
We did not identify this group

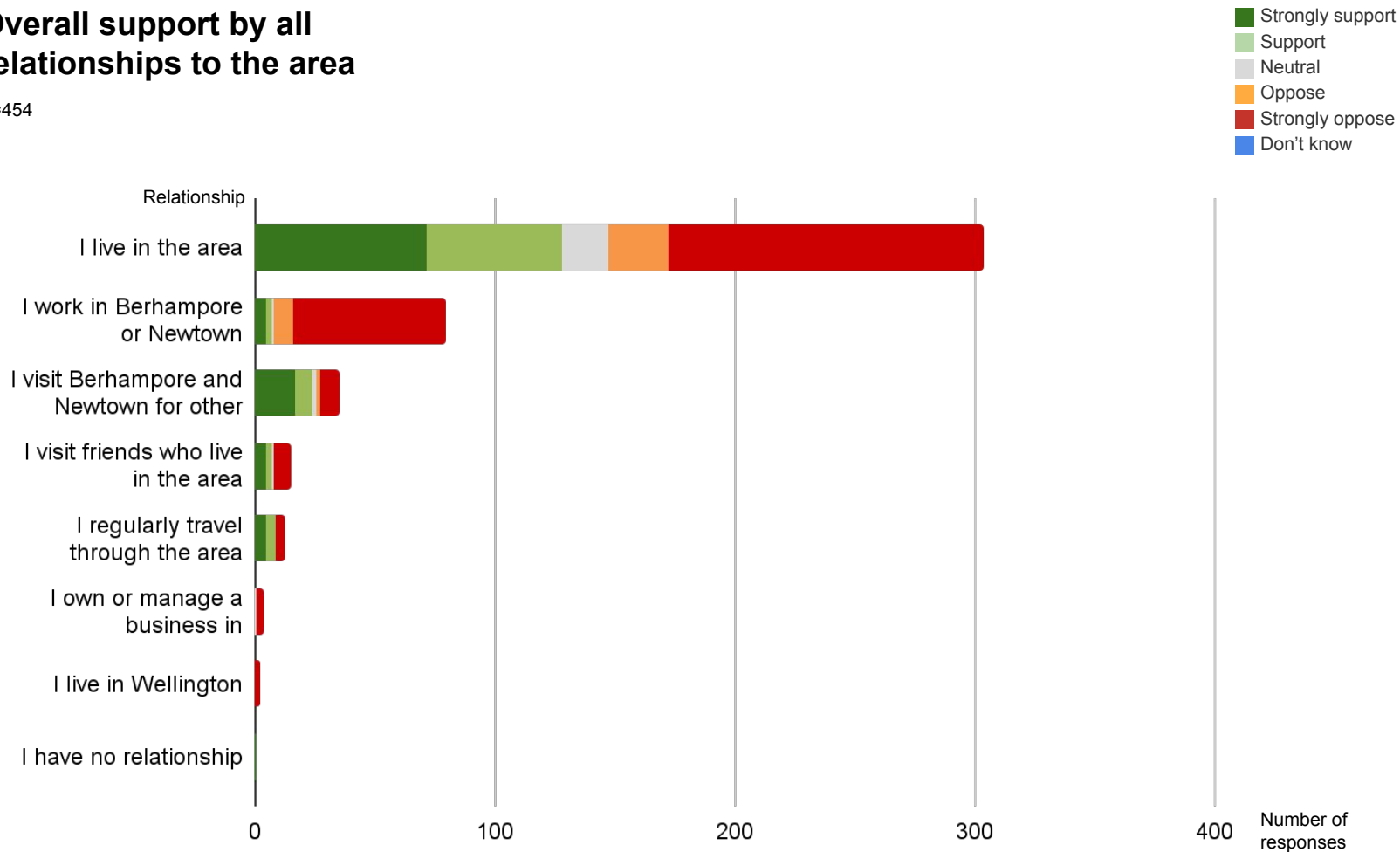
60% of respondents who **live in the area** and **do not use a car** support the scheme, while 40% oppose the scheme:



Previous consultation results:
68% of respondents who **live in the area** and **do not use a car** support the scheme, while 23% oppose the scheme:

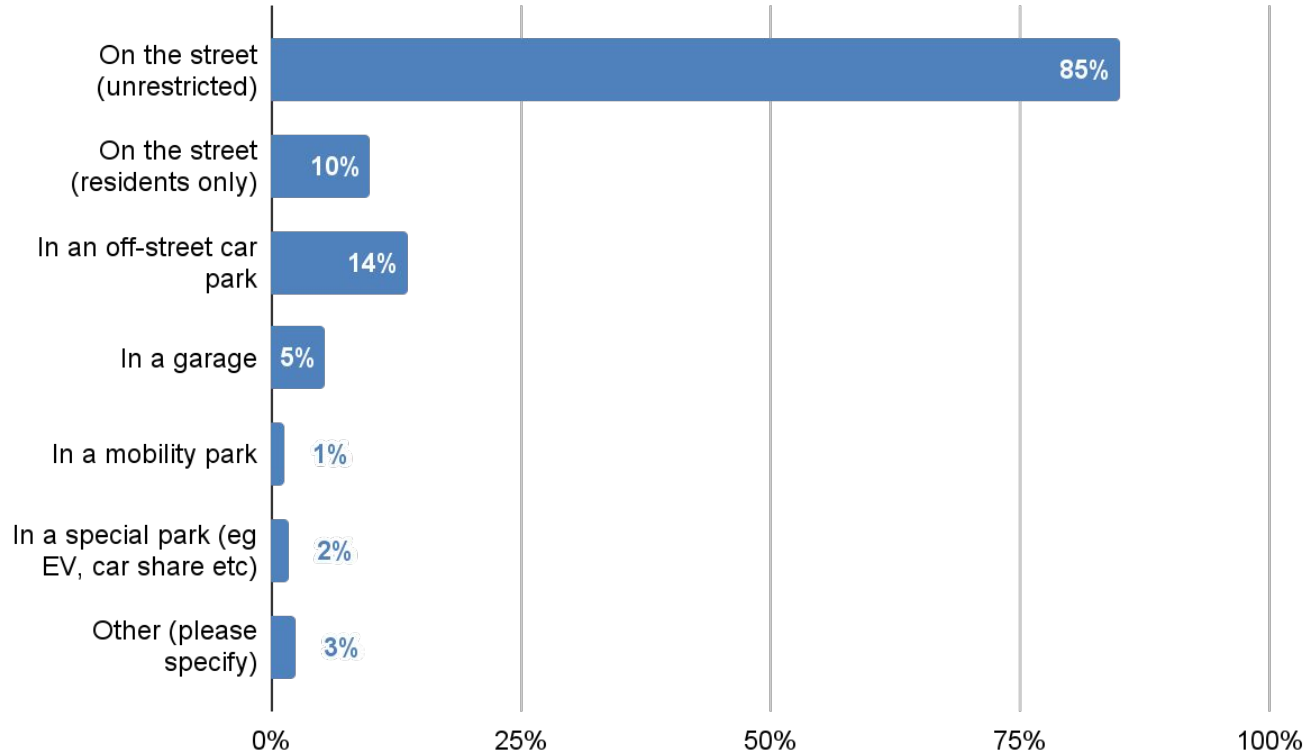
Overall support by all relationships to the area

n=454



85% of respondents who use a car in the area use unrestricted on street parking most of the time

n=433



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

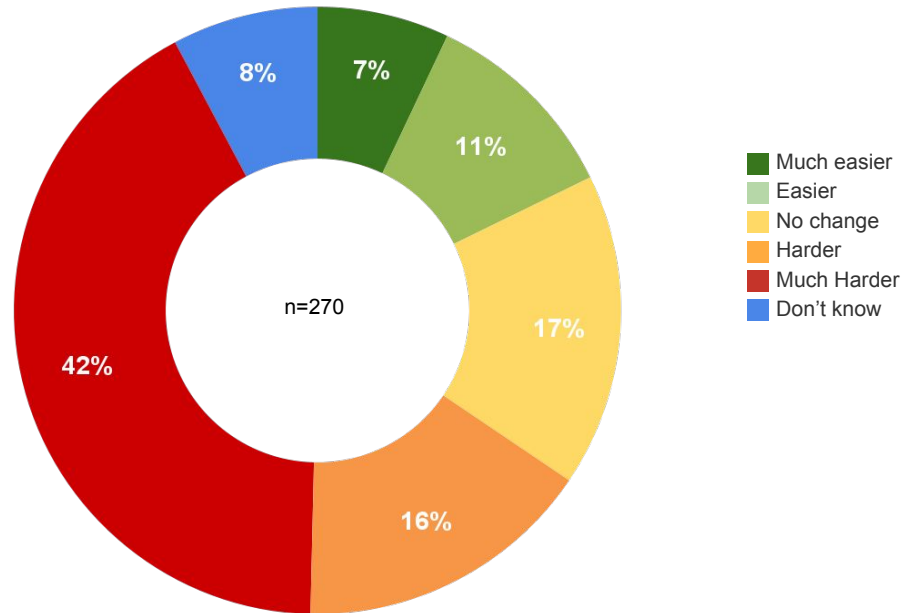
Note:

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

58% 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; 18% think it will be easier or much easier

n=270

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?



↑ Harder up from 56%*

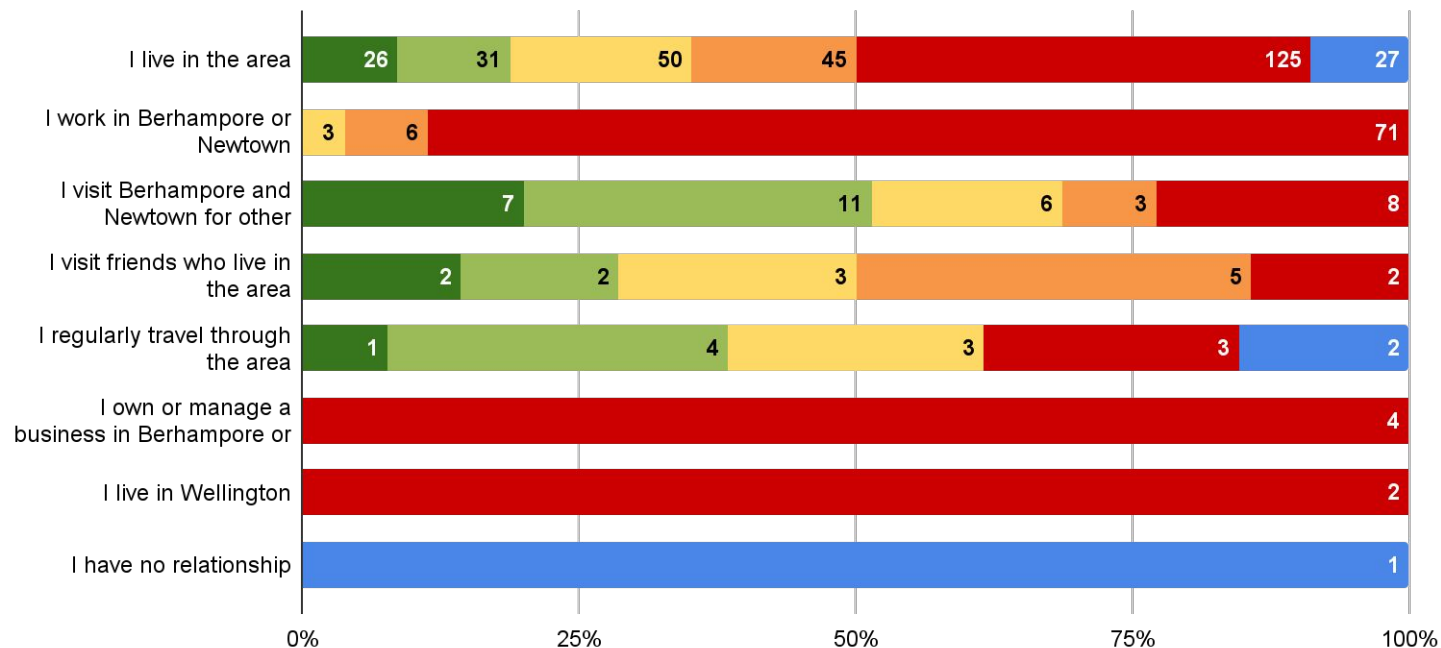
↓ Easier down from 21%*

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

n=453



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?

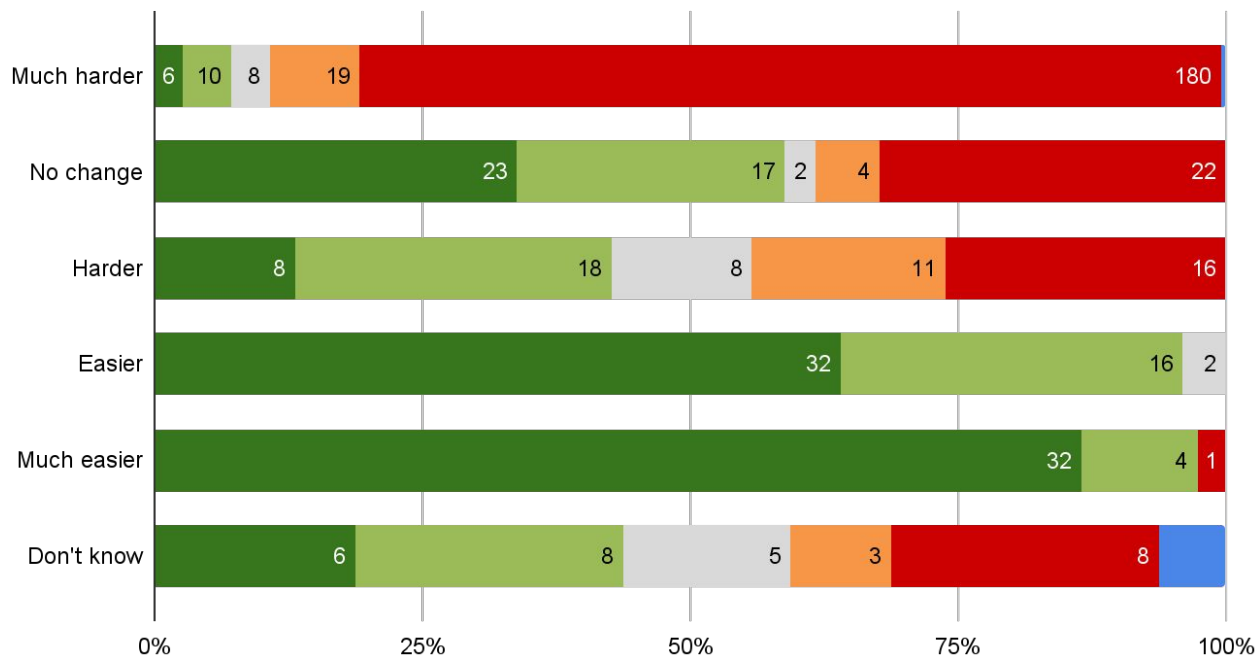


Level of support by perceived impact on ability to find a park

n=472



Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park **by support for overall scheme**

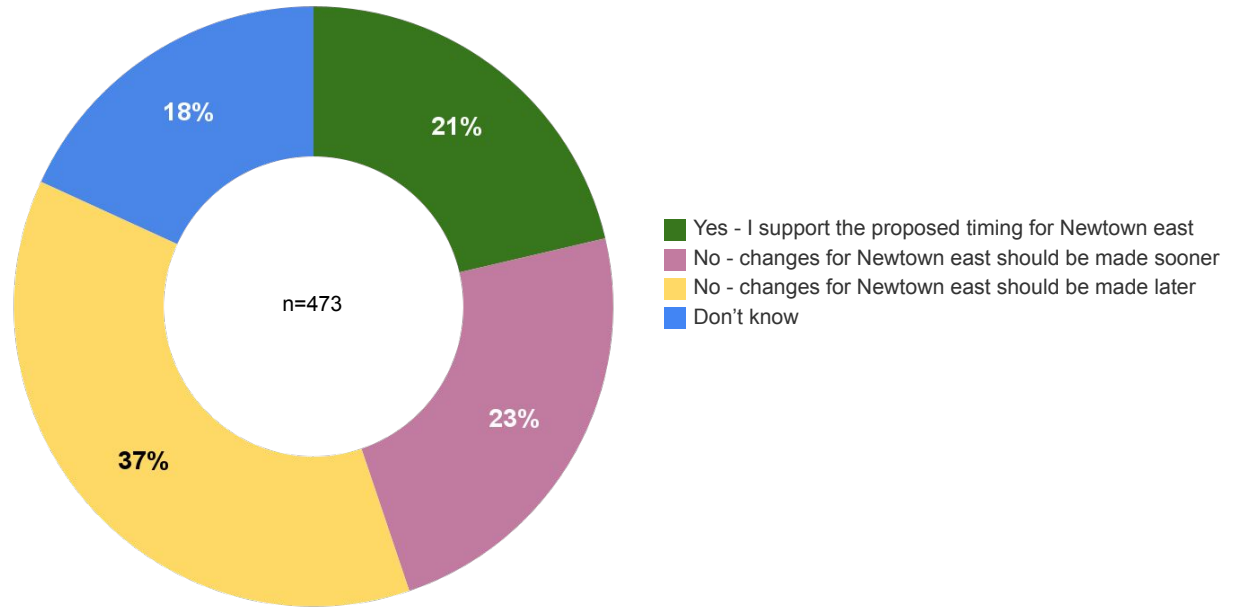


There is some support for the scheme, even if it may make it harder to find a park.

21% of respondents support delaying changes in the Newtown east zone to mid-2025

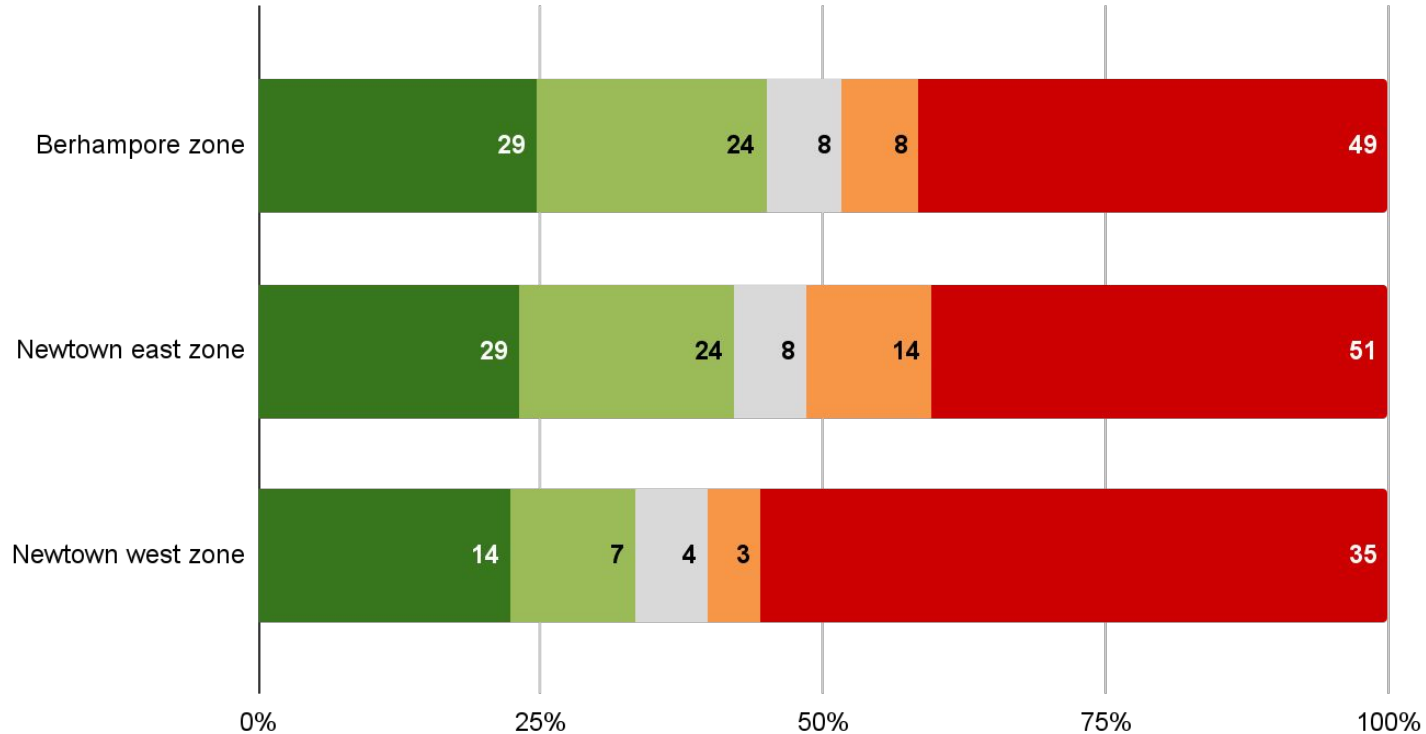
n=473

If approved, do you support delaying changes in the Newtown east zone to mid-2025?



There are fewer responses and lower support from respondents who live in Newtown west

n=307



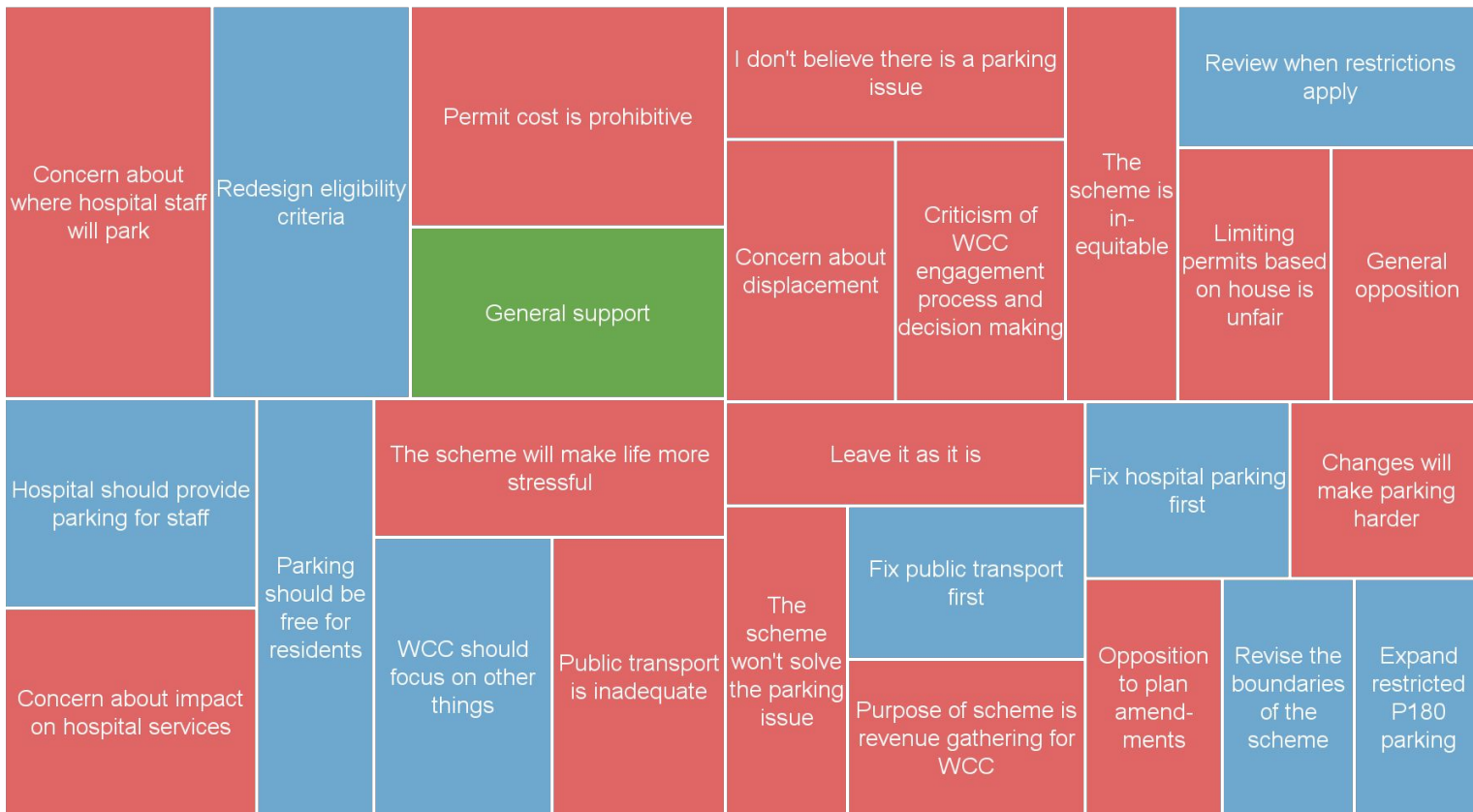


Themes, suggestions and design feedback

Overall themes from all respondents

Themes from all people who gave feedback are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes mentioned fewer than 20 times are not shown.

■ Concern/opposed themes
 ■ Suggestions
 ■ Supportive themes



Unpacking the common themes:

- **Hospital related concerns** are still the most frequent themes. These concerns primarily consist of: ***concern about where hospital staff will park, concern about impact on hospital services, hospital should provide parking for staff, fix hospital parking first.***
- **Provide alternatives before implementing changes** is a common sentiment captured in themes such as: ***public transport is inadequate, the scheme will make life more stressful*** and ***fix public transport first.*** These themes often come up in connection to the situation at the hospital.
- **The cost of the resident permit is unfair** continues to be a common theme and often connected to the feeling that something that was free will not be free any longer: ***permit cost is prohibitive, parking should be free for residents*** and also ***the scheme is inequitable****.
- **The scheme is not necessary** captures much of the general opposition in themes such as: ***WCC should focus on other things, leave it as it is, I don't believe there is a parking issue, purpose of scheme is revenue gathering for WCC.***
- **General support with a suggestion** was a common response. Even people who strongly support the scheme made suggestions to redesign eligibility criteria, revise the boundaries, or review when restrictions apply.
- **The restriction mix is not right on my street** was a common sentiment connected to ***concern about displacement, changes will make parking harder*** and expand restricted P180 parking. Respondents often described why they think the scheme will not work in their specific area and questioned the 'blanket approach' for two suburbs as different areas face different challenges (more on page 32).
- **The scheme won't solve the parking problem** is a recurring overall sentiment captured in ***general opposition, opposition to plan amendments**** and ***the scheme won't solve the parking issue****. Respondents made hundreds of suggestions for how the scheme could be further adjusted to be effective. Specific suggestions can be found under design feedback (see page 22).

**New theme that was not used in the evaluation of the first consultation in 2023.*

Sample comments from respondents who strongly support or support the scheme

“My biggest concern is the staging of the changes.

By only introducing the changes to half of the area, there will be increased pressure on Newtown east, and I know that our family will struggle to get a park near to my house. We have an infant; and not being able to park close to our house will have a severe impact on being able to use the stroller, car seat etc. [...]”

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

“[...] I think it's going to take quite a while before the hospital comes up with a solution for all the hospital workers who really do have to drive and that park around the Newtown East area, longer than mid next year. **I would like to see the council and Wellington Hospital working closely together for this.**”

*Commuter to Newtown, uses vehicle and parks on-street
(unrestricted)*

“[...] We currently have 4 adults and 2 children living at our address and use 3 vehicles. **We would like to see the residents permits per household increased.** With the increase of high density housing and a lot of flats in Newtown we think this would make the scheme more accessible. [...] Two of the adults are builders and require vehicles for their work (carrying tools to worksites). The other vehicle owner has two toddlers and requires a vehicle for drop-offs to ECE [...]”

*Resident of Newtown east, uses vehicle and parks on the street
(unrestricted)*

“[...] The restrictions must apply 7 days a week, especially for streets adjacent to locations that are busy throughout the weekend. The weekend pressure in these areas is comparable to weekdays in Newtown East. The current dedicated residents' parking means that parking for residents is available. However, I fear that on weekends, parking near these areas will become extremely difficult. **The key locations under pressure include the Newtown commercial area, the Zoo, restaurants, and churches [...].**”

Resident of Newtown east, uses vehicle and parks on the street (residents only and unrestricted)

Sample comments from respondents who strongly oppose or oppose the scheme

“[...] **We are a medical centre and have difficulty recruiting staff already**, and one of the questions 95% of our recent applicants have asked is about parking, and at least one immediately declined due to lack of parking planned. [...] The current proposal is very biased and not inclusive at all, and particularly discriminating against those who have some form of mobility disability or family circumstance that require that they drive to work.”

Owns or manages a business in Newtown west, uses vehicle and parks on-street (unrestricted)

“[...] When we finish work we often have to drive around aimlessly until their shifts finish and they leave, before the next workers arrive. Don't get me wrong, we love and appreciate hospital workers...but they push us further and further away from our own homes. My partner has multiple sclerosis. Now, would you like to cure her so she can use the proposed bike lane? **This parking scheme is going to ruin our lives**...it might just be town planning to you guys, but you have no idea of how it's going to affect families and residents [...].”

Resident of Newtown west, uses vehicle and parks on the street (unrestricted) and in a mobility park

“**This will damage our early childhood centre**, which is in the Newtown East zone. Our teachers will have no where to park, and our parents that park near the ECE centre to drop off tamariki then bus to work in town won't be able to do so [...].”

Owns or manages a business in Newtown east, uses vehicle and parks on-street (unrestricted)

Sample comments from respondents who strongly oppose or oppose the scheme

“[...] The additional expense to purchase a resident parking permit will take money from our restricted budget and impact on our ability to pay basic bills and living expenses. **It is essentially an additional tax that we cannot afford.**”

Resident of Newtown east, uses vehicle and parks on the street (unrestricted)

“We live in Daniell Street (the Zoo end). We have to have parking because we live here. I also work at Wellington Hospital and I work in the cleaning services working from 4pm to 12:30am. **There is no bus service in that time in the morning** and I need my car under health and safety.”

Resident of Newtown east, uses vehicle and parks on the street (unrestricted)

“This proposed parking scheme makes zero sense and fails to achieve the stated strategic aims of the business case and is misaligned with WCC's own parking policy which states that for inner-city suburbs, residents parking is higher priority than short-term parking and that any decisions on parking schemes will be evidence-based. [...] The scheme actually prioritises short-term parkers who can now park anywhere for free. [...] WCC asked their consultants to draw up options to be considered, but with the stipulation that all options they needed to improve short-term parking accessibility [...] not residents parking [...]. This proposed option was rated as the 11th best of 14 options and was expected to increase carbon emissions. [...] **So there is ZERO evidence to support this proposed scheme as all other options (most of which scored higher in WCC's own assessment of options), were just discounted without evidence by WCC [...].**”

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

Design feedback - Ideas and Suggestions from the Community (Summary 1 of 10)

Roll out	Permits	
<p>Introduce a testing phase that involves a transition with resident only parks</p>	<p>Provide solutions for those who rent or borrow cars (part time car ownership)</p>	<p>Exempt motorcycles, scooters, and mopeds from parking permits based on the amount of space they take when parked compared to other vehicles</p>
<p>Delay the roll out to all areas and start everywhere at the same time to avoid additional parking pressure for some residents</p>	<p>Add a permit for car free households that allows parking for up to 180 days per year with option to change number plate. Alternative: option to access more visitors permits, up to a limit of 100 or 150 per year with proof of no permanent car ownership</p>	<p>Provide solutions for teachers who work at schools with a lack of private car parks</p>
<p>Roll out the scheme to only a few main streets and not the whole area</p>	<p>Implement an additional category of permits, transferable, attached to commercial (or mixed use) rating units to ensure not abused - to support businesses</p>	<p>Provide exempt permits for teachers at Berhampore School to park behind the school on Stanley and Morton Sts</p>
<p>Roll out changes to Newtown West by the end of 2024 already</p>	<p>Allow exemption for hospital workers</p>	
<p>Put the Newtown East rollout on hold until a permanent parking solution is found for the hospital</p>	<p>Consider providing parking permits to those staff who require street parking to ensure Wellington hospital can retain its staff</p>	
<p>Allow Newtown East permits to work in Newtown West until the whole scheme is implemented</p>	<p>Consider issuing parking permits to people who travel into the suburbs to work rather than the residents who live there</p>	
<p>Roll out changes in Newtown East first</p>		

Design feedback - Ideas and Suggestions from the Community (Summary 2 of 10)

Eligibility/Priorisation (1/2)		
<p>Change eligibility criteria away from the nature of the dwelling to the people who live there (e.g. priority to households with children and older people compared to households with physically capable adults)</p> <p>The prioritisation criteria should be based on start date of tenancy, not the build date of the residence</p> <p>Change prioritisation to based on years of residence (to make it easier for existing/long-standing residents to get on-street parking, but harder for newer residents to get them)</p> <p>Option 6 of the eligibility criteria: remove difference in priority (eg a shared flat that has one permit (no off street parking), the second permit should not be prioritised over the first permit for a shared flat that has one off street park - they are in the same situation (a second parking space for the house)</p>	<p>Prioritise those with children under five or those with disabilities instead of by age of house (same logic as why supermarkets have parking for those with babies and toddlers)</p> <p>Take house age out of eligibility criteria and treat all houses without off-street parking the same</p> <p>Remove eligibility for households with off-street car parks from prioritisation list</p> <p>Treat households with an off-street car park that is not accessible, the same as households with no off-street car park (e.g. in Edinburgh Tce the street is too narrow for some households to be able to turn into their off-street car park)</p> <p>Take garages that are not fit for purpose out of the eligibility criteria</p> <p>Reassess where garages are not part of the rental agreement and exclude those households from being classified as household with off-street parking</p>	<p>Add more flexibility to the numbers of permits per household</p> <p>Make limit on resident permits dependent on the type of household (e.g. it might be more appropriate for a flat with six working professionals who rent together to have more than two permits than a household with one family who owns multiple vehicles)</p> <p>Reduce limit to one car per household allocation</p> <p>The allocation of parks should be 1st park to all that want one regardless of if you have off street parking or not, or when your house was built</p> <p>Guarantee a resident permit for every household without off-street parking</p>

Design feedback - Ideas and Suggestions from the Community (Summary 3 of 10)

Eligibility/Priorisation (2/2)

Concessions need to be available for mobility pass users and older people

Consider making resident permit free to pensioners who hold a Community Services Card

One permit per household (with exceptions for those with mobility needs) is preferred to allow more people to apply for additional parking spaces if required

Each residence should be allocated 1 dedicated park outside that residence

Reprioritise EVs

Design feedback - Ideas and Suggestions from the Community (Summary 4 of 10)

Hospital	
<p>Provide parking permits for hospital staff akin to residents permits, then implement changes</p>	
<p>Offer solutions to hospital staff before implementing the changes - e.g. more direct buses to the hospital or a park and ride</p>	<p>Instead of implementing the scheme, free up green belt parking and sell weekly parking permits for Hospital workers (they are empty in the week only used in evenings and weekends) to avoid residents being impacted</p>
<p>Provide 8-12 hour parking for hospital shift workers</p>	<p>Utilise car parking space at the indoor sports centre off Hall street for hospital staff, offering safe transport from the hospital to this area for staff for after hours/evenings</p>
<p>Leave parking at Mein St as is to allow for hospital staff parking</p>	
<p>Build a car park building for the hospital instead</p>	<p>Utilise unused land near Countdown or negotiating with the hospital to rent its lower-level carpark for employee parking as viable solutions to address the root causes of the parking strain (hospital workers)</p>
<p>The hospital should create a shuttle service for its workers</p>	
<p>Allow for more parking at Newtown medical centre to not endanger basic medical care</p>	<p>Change most parking to P180 but leave some unrestricted parks to support hospital staff, patients, and visitors who require longer parking</p>

Design feedback - Ideas and Suggestions from the Community (Summary 5 of 10)

Costs	Visitor Passes	Alternative Incentives
<p>Make permits for mobility card holders free</p> <p>Significantly reduced fee for community service card holders</p> <p>Reduce cost for resident exemption permit</p> <p>Change costs for resident permit to \$50</p> <p>Provide a free residents park for every household and have applications for additional vehicles (perhaps with a charge) instead of the proposed changes to restricted P180</p> <p>Wait with the implementation of the scheme until the cost of living crisis has started to be more addressed and inflation has come down to to ease the financial pressure the scheme would bring</p>	<p>Visitor passes need to be instantly loaded and visible for parking wardens</p> <p>People with care and support services should be eligible for more visitor passes</p> <p>Businesses should be allowed to have visitor passes for parking client's cars</p> <p>Change the visitor pass scheme so that house owners (and landlords) are able to get passes when needed for long term renovations</p> <p>The visitor pass shouldn't apply to trades etc. operating in residential areas as there would not be enough visitor passes for one household in case of major renovations over a period of time</p>	<p>Consider incentives for households with just one car (e.g. reduced permit costs for one vehicle households) as an alternative</p> <p>Reduce public transport costs to incentivise more people to use alternative travel</p> <p>Consider a provision to encourage people to walk from a designated parking area</p> <p>Consider community car share vouchers</p> <p>Re-prioritise parking space for cycle hangers for cargo bikes etc. to help remove barriers to transport options that are more space efficient</p>

Design feedback - Ideas and Suggestions from the Community (Summary 6 of 10)

Other (1/2)		
<p>Improve signage of the available off-street parking for the Zoo (above sports field) to help ease pressure on Roy St area (this area is underutilised by guests of the zoo)</p> <p>Please allocate a school bus stop opposite to the SWIS driveway on Te Wharepouri street (as with the removal of both bus stops in Luxford st SWIS students have no stop for the 774)</p> <p>Council should investigate and consult on mobilising multiple private parking areas that are largely unused during the week - sites could include PIPC Church, the area behind Newtown Park, Methodist Church, A'Oga Amata, Baptist Church Chinese, and other sites</p> <p>Provide free staff parking at the Wilson car parking parks (nearest to Riddiford Street)</p> <p>Change restriction times to 7am to 9pm</p>	<p>Build some parking garages/buildings instead to get the vehicles off the road to properly address the parking issue</p> <p>Consider parking limitations or alternative parking options for nearby businesses to avoid parking in residential areas for extended periods of time</p> <p>Make parking exempt in the cycle lanes during peak travel hours rather than removing residential parking</p> <p>Install red light cameras throughout Newtown</p> <p>Short term parking zones for delivery services and trades people should be considered in restricted parking zones</p> <p>Include more loading zones in residential areas to ensure delivery services and trades people can access properties</p>	<p>Make off-street parking as well as bicycle parking a mandatory feature of new developments</p> <p>Add dedicated bike parking spaces with suitable structures to secure a bike</p> <p>Implement a wide definition of disability parking to capture all the needs of permanent or temporary impairment such as last stage of pregnancy, newborn and/or twin babies etc.</p> <p>Simplify the scheme to reduce cost to run it - Instead issue one parking permit to each household and commercial property in the area and let people buy and sell the permits at a price level according to how motivated they are to obtain one</p> <p>Change system so there is more security in getting a resident exemption long term</p>

Design feedback - Ideas and Suggestions from the Community (Summary 7 of 10)

Other (2/2)

Change scheme with tweaks of the existing concept:

- make applicants provide more than just a confirmation of a vehicles registered address to be granted a permit (such as utility bills, tenancy agreement, bank statement)
- undertake regular checks of vehicles at different times to catch people lying about their residence and therefore eligibility for a permit
- have the ability to remove a permit if the applicants address change outside of the area
- in some streets have the residents permit spaces unrestricted outside of business hours, to allow for visitors
- investigate complaints from other residents

Areas that are unrestricted should have lines on the road to encourage appropriate parking (at least showing roughly where it starts and ends)

Provide an alternative for parking such as a parking building for people working in Newtown before implementing the scheme

Clarify if car share schemes such as Mevo will still be able to park unrestricted

Put speed bumps on Dawson St and Blythe St

Design feedback - Ideas and Suggestions from the Community (Summary 8 of 10)

<h3>Zones and Boundaries (1/3)</h3>		
<p>An alternative solution is needed for areas where the parking issues are mainly on weekends, like Roy Street, Newtown Park, Zoo area. By making that free all weekend, residents are essentially paying to park while everyone else in Wellington can park for free and they won't get a park as they would be taken by visitors</p> <p>Please reduce to P120 & extend to the weekends for areas such as the zoo and Newtown park</p> <p>Consider paid parking around the zoo area</p> <p>Look at parking facilities for council facilities which would free up residential parking (Zoo, Sports facilities)</p> <p>Parking restrictions should be applied on the weekend as congestion is caused by sporting events - applying the restrictions on the weekend prioritises residents</p>	<p>Adapt the plan to better suit the particular needs of certain streets - Green St, Wilson St and Emmett St (capacity & safety issues due to proximity to shops, lack of on-site car parks, design of small and narrow street): 10 24/7 resident only parks as well as P180</p> <p>Make P180 24/7 on Green St (inability to find a park can peak on weekends at the moment)</p> <p>Implement residents only parking in high use areas such as Green Street</p> <p>Expand restricted P180 on roads near the main roads (e.g. Lavaud St) to better prioritise residents</p> <p>Make parking more easily available at the Berhampore shops by changing parking there to e.g. P60 or P90 zone on Saturday mornings</p>	<p>Owen Street - extend P180 parking all the way to Wilson Street. Add unrestricted parking to Owen St between Wilson and Constable Streets (makes it easier to signpost)</p> <p>Chilka Street in Berhampore (Stanley St end) - re-evaluate mix of 180 and unrestricted parking (the real demand is low but has been treated as high)</p> <p>Burwah Street, Berhampore: make the whole street P180 or reduce unrestricted parking split evenly on both sides of the street, starting at the intersection with Chilka St and end half way up Burwah Street</p> <p>Expand number of unrestricted parking on Burwah St and on the north side between Burwah and Jeypore sts</p>

Design feedback - Ideas and Suggestions from the Community (Summary 9 of 10)

Zones and Boundaries (2/3)		
<p>Use the car park spaces in New World carpark instead of Normanby street and Newtown Avenue and limit that to 90 min parking</p> <p>Apply the restrictions to the weekend as well as the weekday for highly contested spaces - specifically 130 Coromandel St</p> <p>Consider alternative parking solutions for houses on the south end of Coromandel St & the east end of Lawrence St - houses in these areas do not have street frontages or off-street parking due to the hill</p> <p>Expand restricted parking to Stanley street to avoid cars parking in the 'free-parking-zone'</p> <p>Expand numbers of unrestricted parking on Kenwyn Terrace and Stoke Street</p>	<p>Extend P180 to Herald Street from 59 to 47 to avoid displacement; alternatively review within 3 months of implementation to assess the effect of the change on residents in this part of Herald St</p> <p>Expand restricted P180 parking to Herald street and streets surrounding Rintoul street</p> <p>Herald Street: expand restricted 180 parking to the middle of the street (between the substation and Rintoul Street) to avoid this area get overcrowded by cars without resident permit/from other zones</p> <p>Include restricted parking scheme around streets surrounding Rintoul street to avoid car displacement in non-restricted areas</p> <p>Change unrestricted area near the entrance to Carrara Park to P180 to support caregivers getting their tamariki to the play area</p>	<p>Apply restricted parking to the whole of Akatea street</p> <p>Increase P180 parking to Gordon place in anticipation of the construction of new community housing within the next few years</p> <p>The far east side of Lawrence Street must be made P180 to avoid cars getting dropped there</p> <p>A proportion (perhaps 50%) of Colville and Paeroa should be restricted</p> <p>P180 should be extended on the uneven numbers side of Owen St from 167 up to 173 to provide for Kainga ora people to obtain residents permit closer to their long drive</p> <p>Seddon Terrace - the east side should also be restricted</p>

Design feedback - Ideas and Suggestions from the Community (Summary 10 of 10)

Zones and Boundaries (3/3)

Consider alternative parking options for Constable Street/Newtown Avenue as it often becomes congested and people are forced to park in the 60 minute zones

Include Torquay Terrace in the parking scheme, as this 'free-parking zone' could become dangerous for people who enter & exit the street due to congestion

Parking for non-residents should be reduced to P120 on Manly terrace as p180 is too long

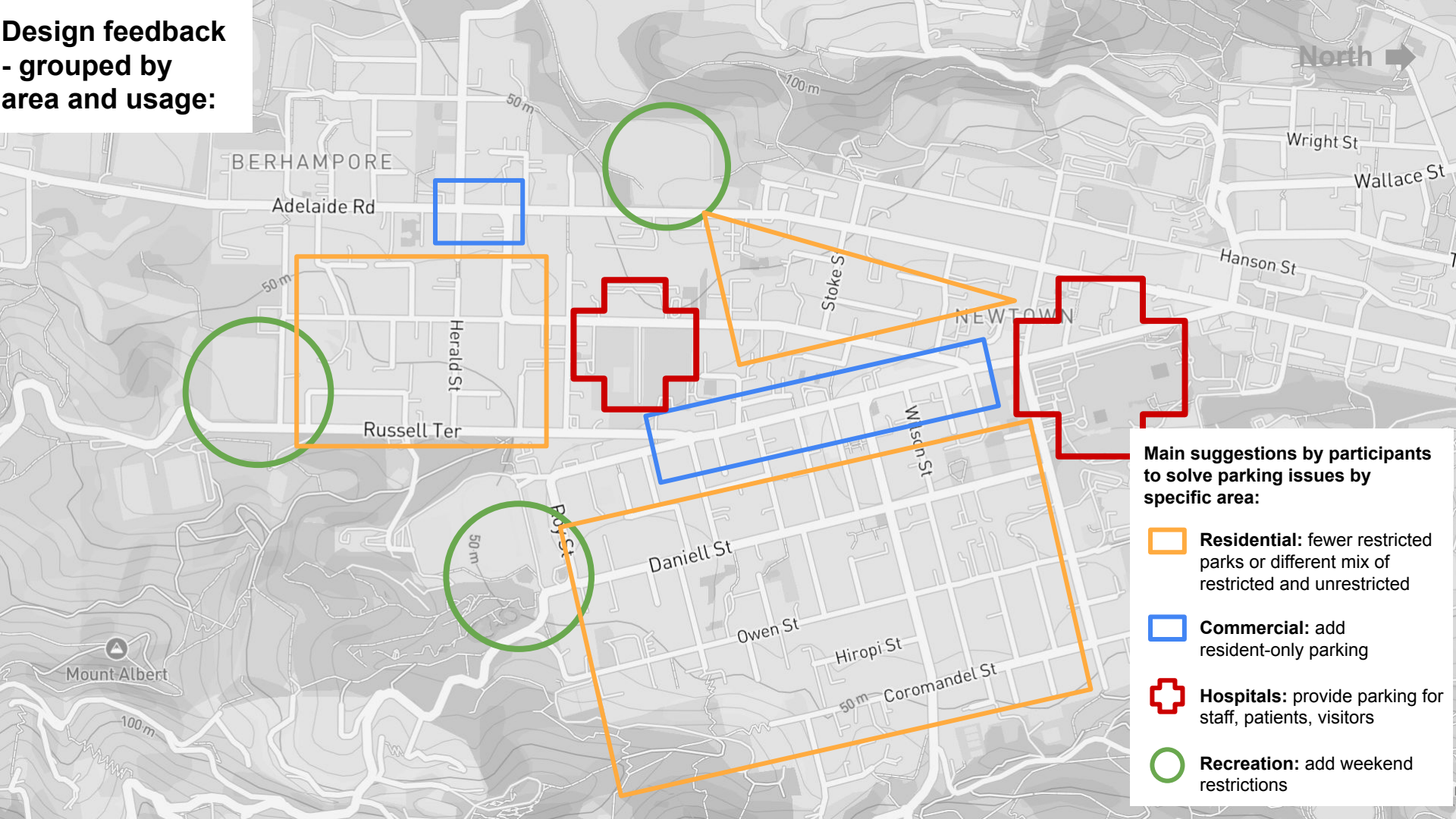
Consider: On the map it looks like you can park both sides of the road between Kainga Ora down to the zoo but in fact it is a dangerously narrow road and therefore limited parking space; when the ex Workingman bowling club becomes recreational this will also place a huge demand on parking space in this area

Rintoul St - retain mobility park near the Community Centre





Allow an extra parking bay for the rest home at 71 Rintoul street for suppliers, ambulance and other services needing a parking bay for services they provide

Provide parking options for the 45 residents of the rest home at 71 Rintoul street of whom 3/4 have their own vehicles and park in the street - all the residents have families who visits from time to time

Design feedback - grouped by area and usage:

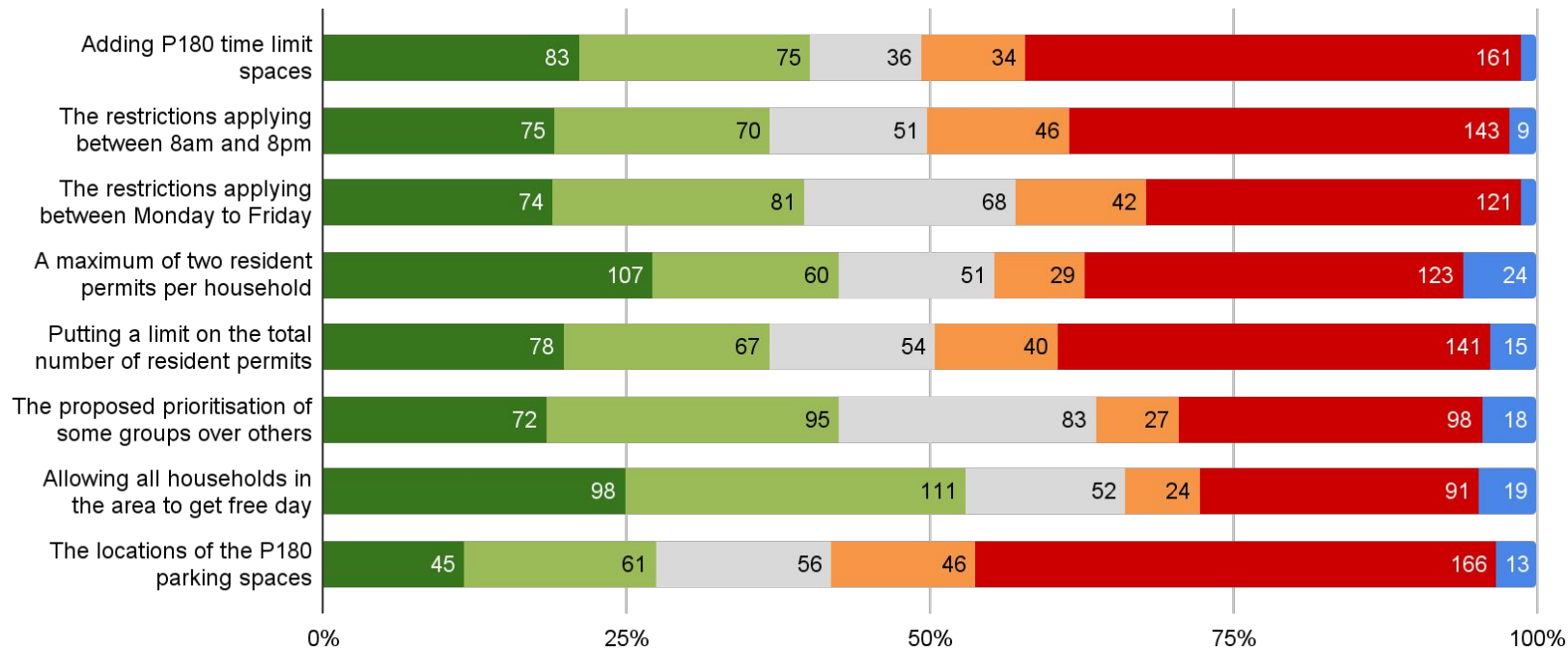


Main suggestions by participants to solve parking issues by specific area:

-  **Residential:** fewer restricted parks or different mix of restricted and unrestricted
-  **Commercial:** add resident-only parking
-  **Hospitals:** provide parking for staff, patients, visitors
-  **Recreation:** add weekend restrictions

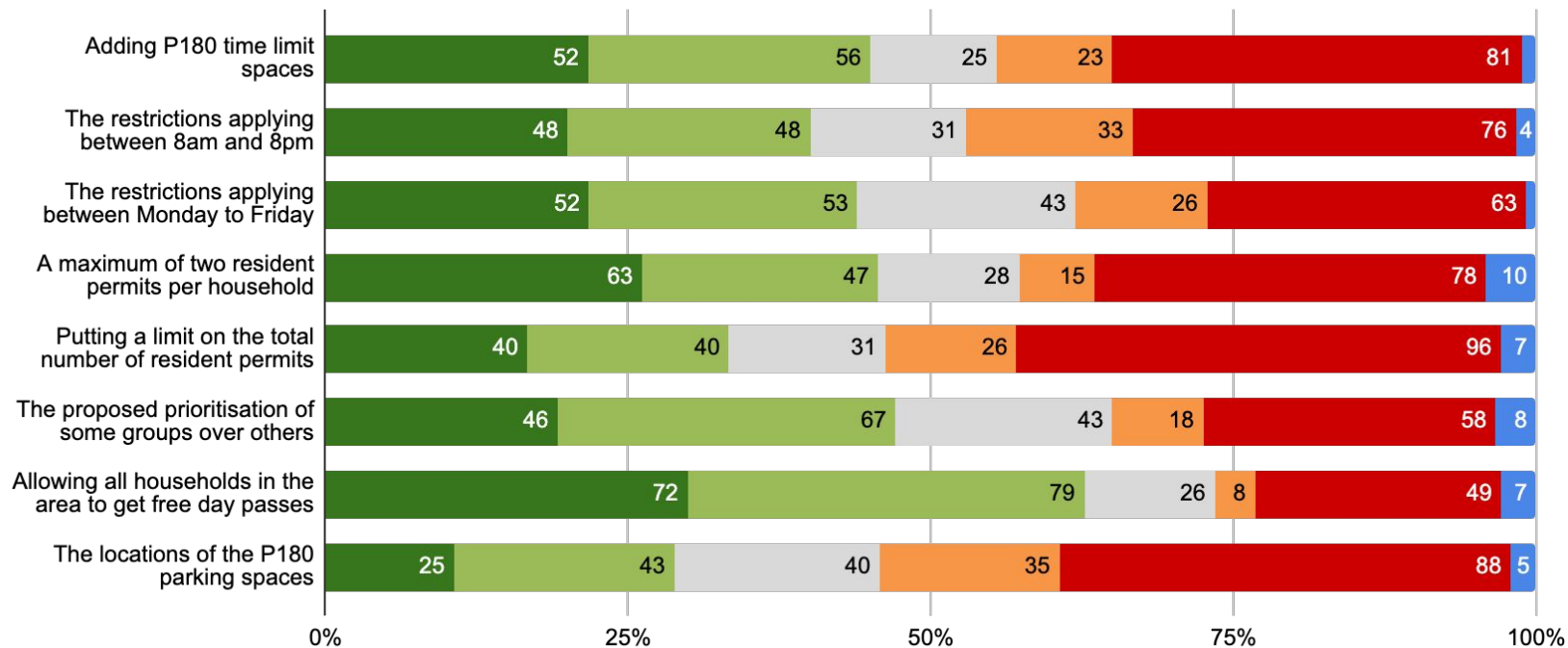
Detailed feedback on aspects of the scheme from all respondents (regardless of relationship or car usage)

n=400



Detailed feedback on aspects of the scheme from respondents who live in area and own a car

n=272





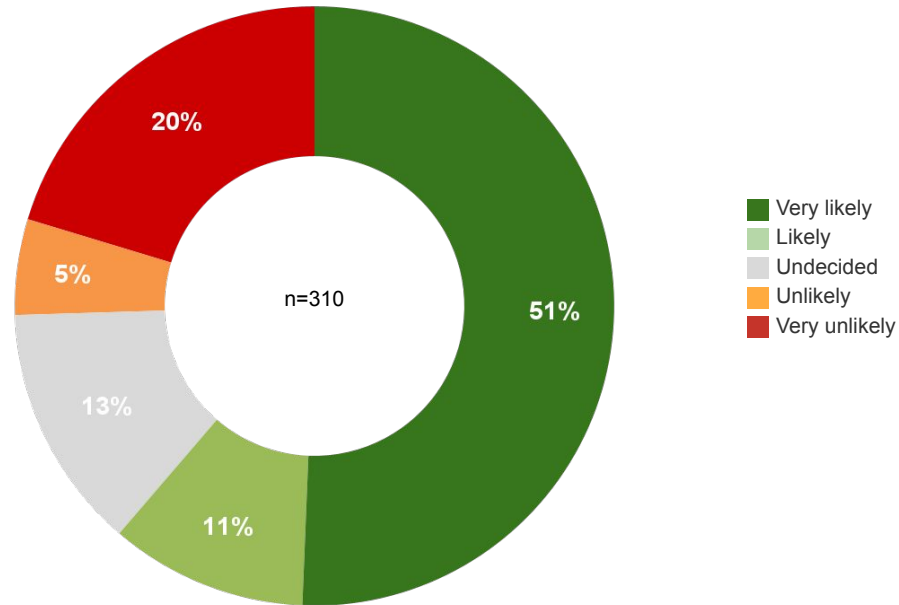
Demand for permits

62% of people who live in the area think they are very likely or likely to apply for a permit

n=310

↑ Likely up from 56%*

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



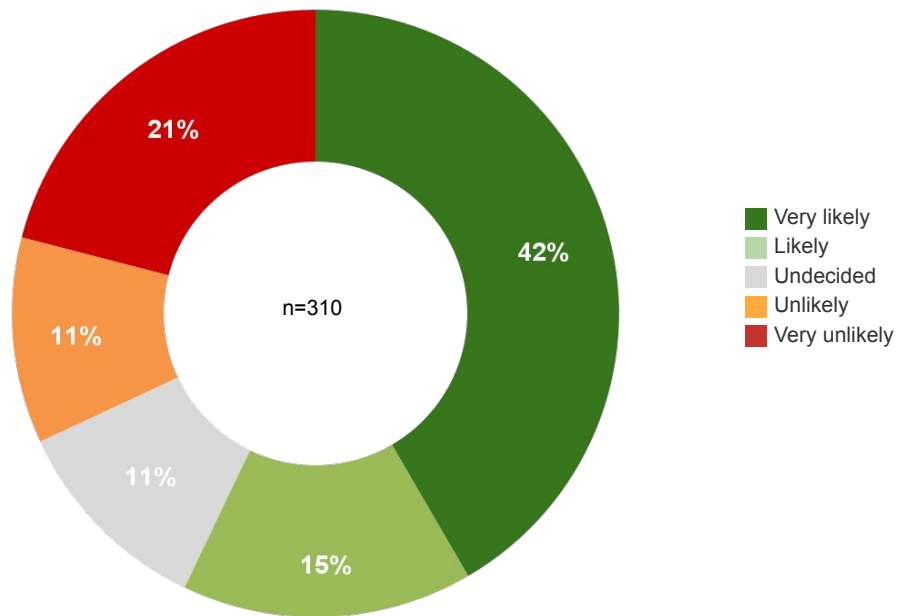
* Compared to the final 2023 consultation results

57% of people who live in the area think they are very likely or likely to apply for visitor permits

n=310

↑ Likely up from 44%*

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



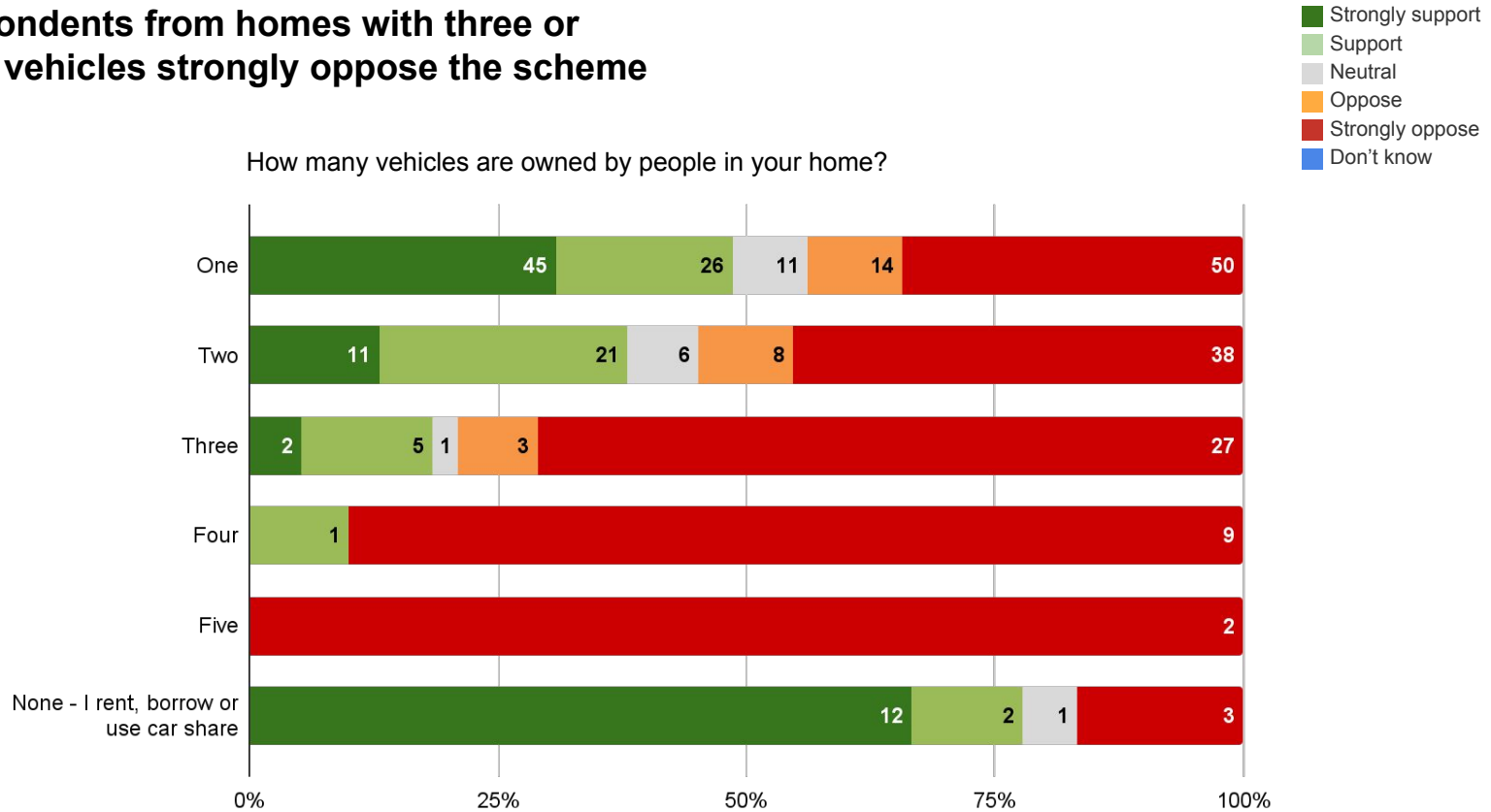
* Compared to the final 2023 consultation results



Different levels of support for the scheme

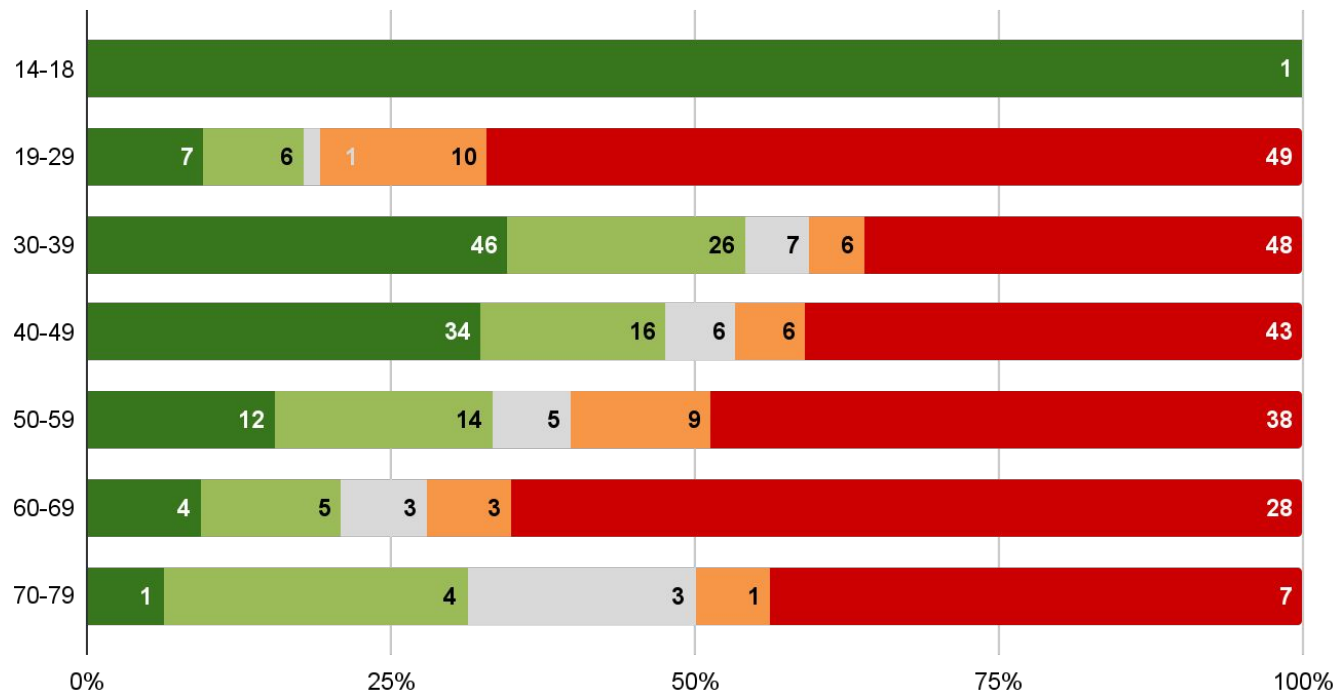
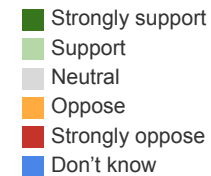
Respondents from homes with three or more vehicles strongly oppose the scheme

n=298



Strong opposition to the proposed scheme comes from respondents aged 19–29 and 60–69

n=449

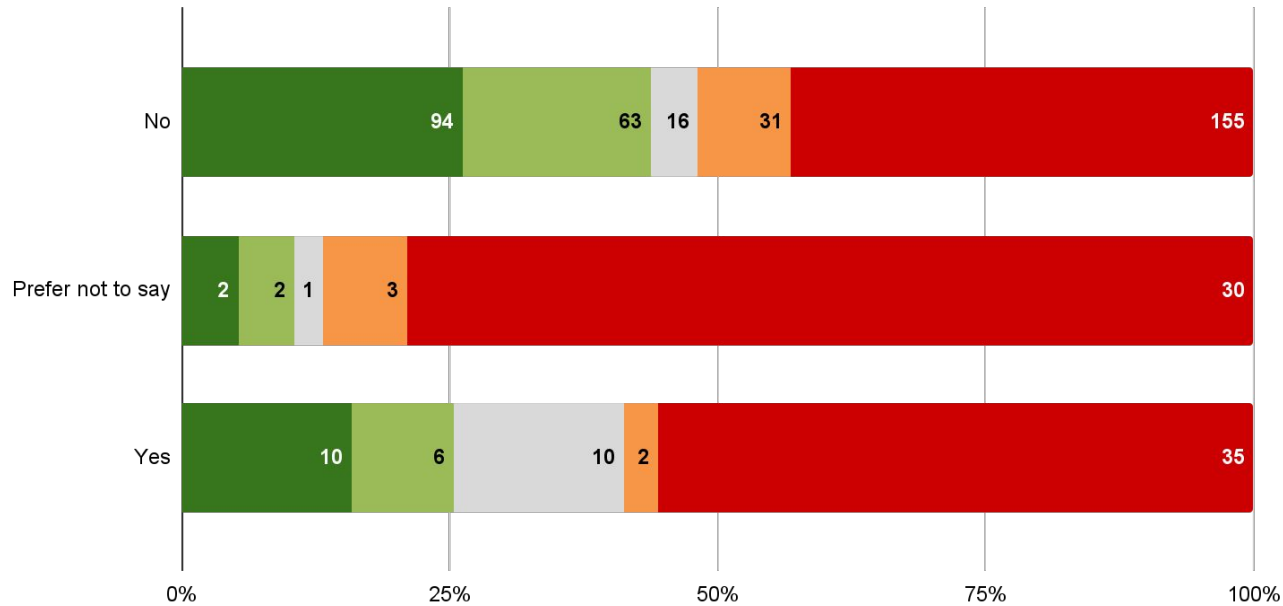


People who live with a disability are less likely to support the scheme

n=460

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

Do you live with disability or accessibility issues?





Comparing responses from people who submitted on both consultations

The proposed changes to the scheme did not affect the level of support from the 40% of respondents who also submitted in 2023*

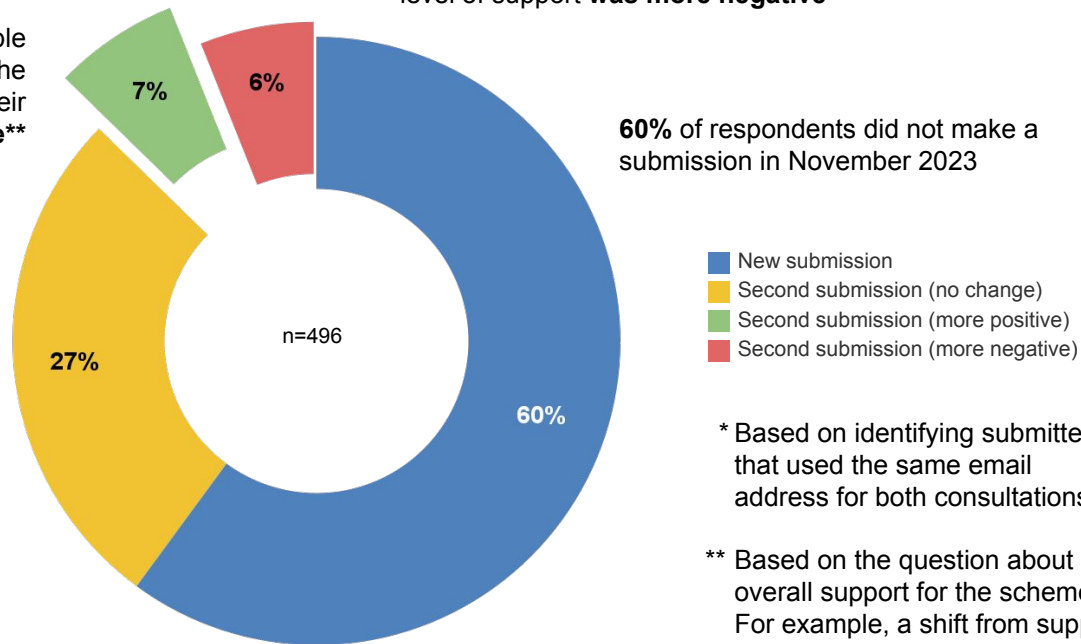
n=496

6% of submissions were from people who had also made a submission to the previous consultation and this time their level of support **was more negative****

7% of submissions were from people who had also made a submission to the previous consultation and this time their level of support **was more positive****

27% of submissions were from people who had also made a submission to the previous consultation but their level of support **did not change****

60% of respondents did not make a submission in November 2023



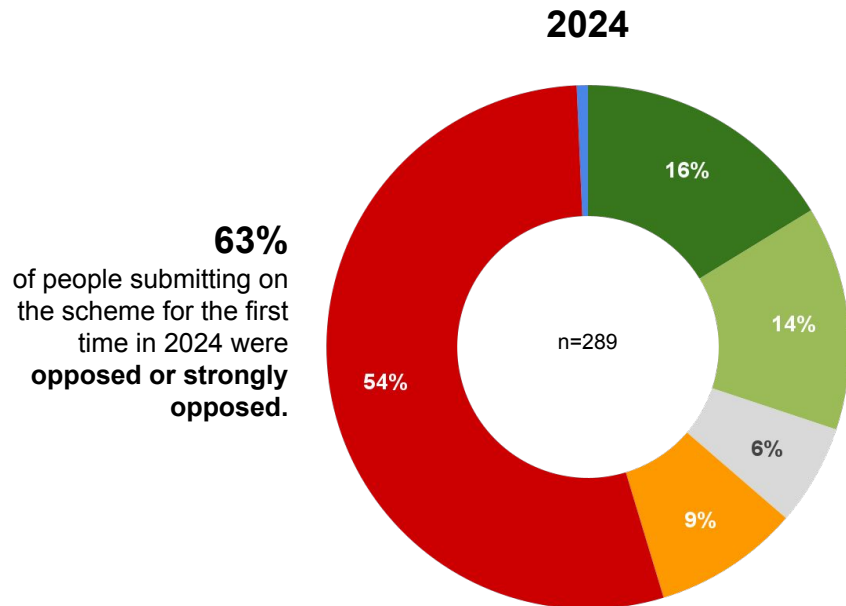
* Based on identifying submitters that used the same email address for both consultations

** Based on the question about overall support for the scheme. For example, a shift from support to strongly support was positive. A shift from neutral to oppose was negative.

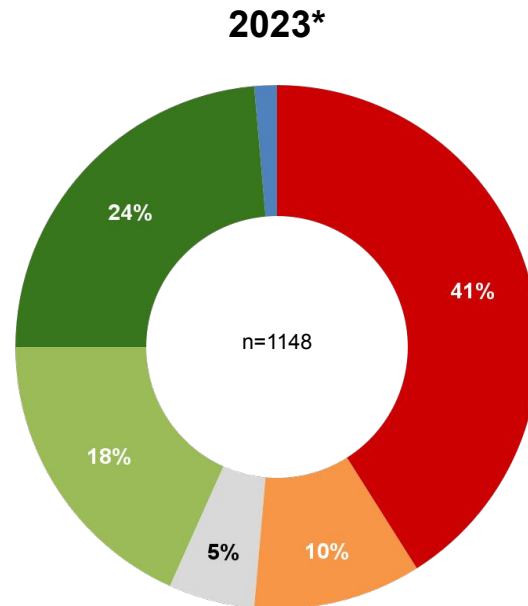
First time submissions in 2024 were more opposing than first time submissions in 2023

n=289

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



63%
of people submitting on the scheme for the first time in 2024 were **opposed or strongly opposed**.



51%
of people submitting on the scheme for the first time in 2023 were **opposed or strongly opposed**.

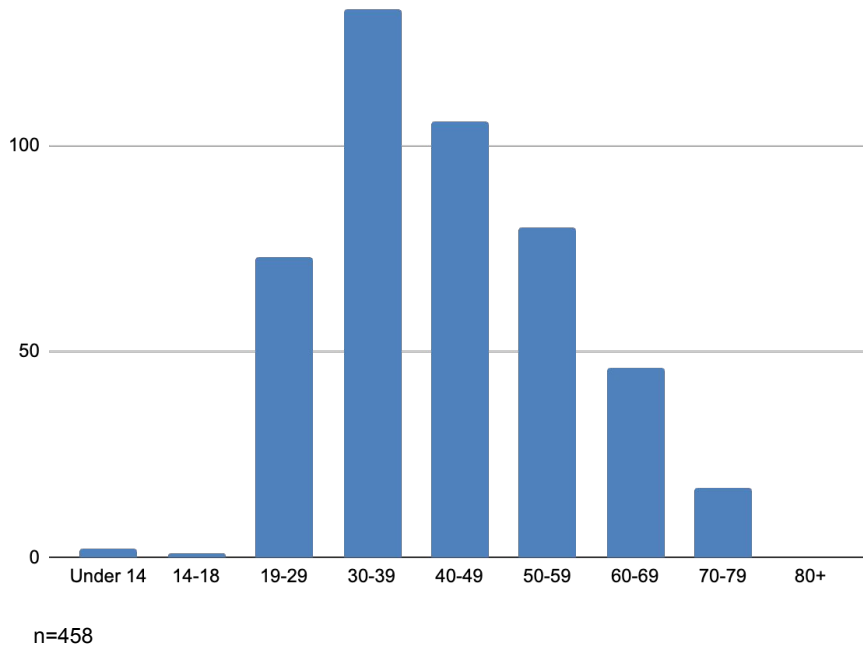
* All responses in 2023 are considered 'first time' submissions as it was the first consultation on the scheme.



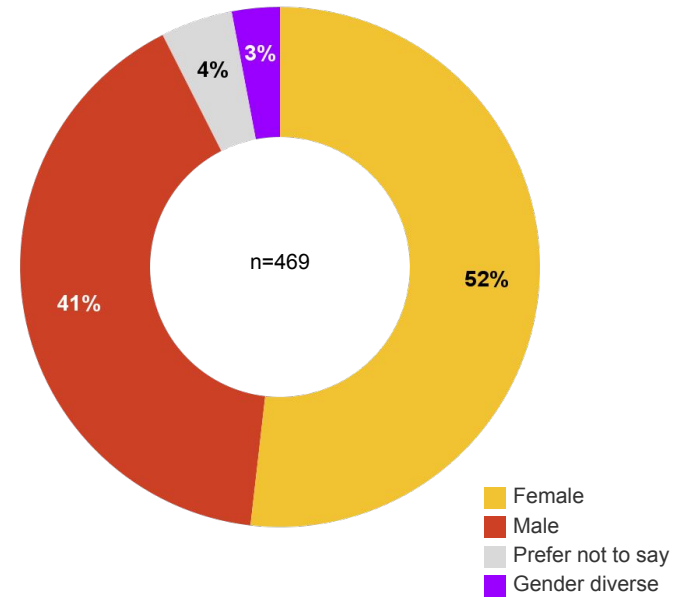
Who we heard from

Who we heard from

Age

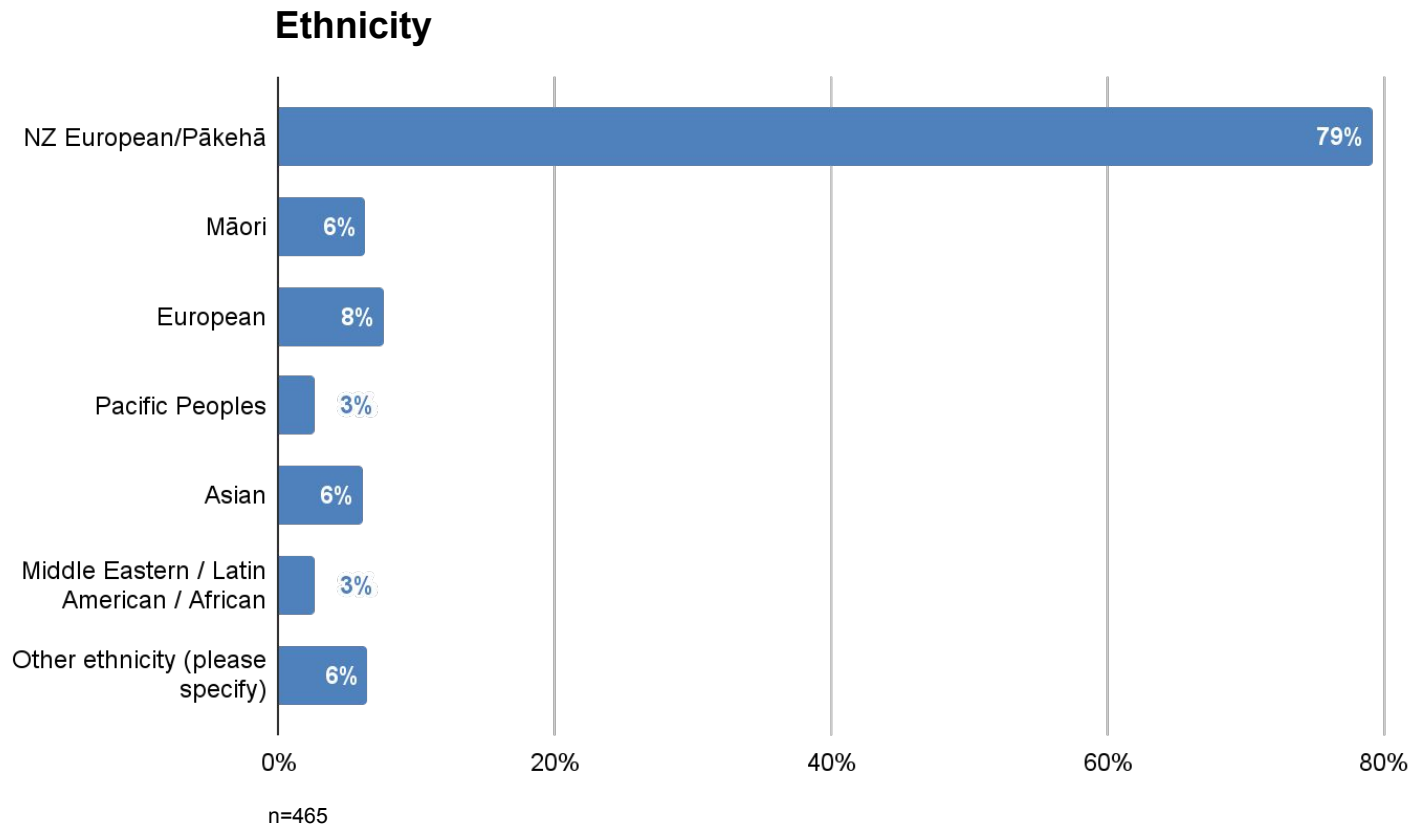


Gender



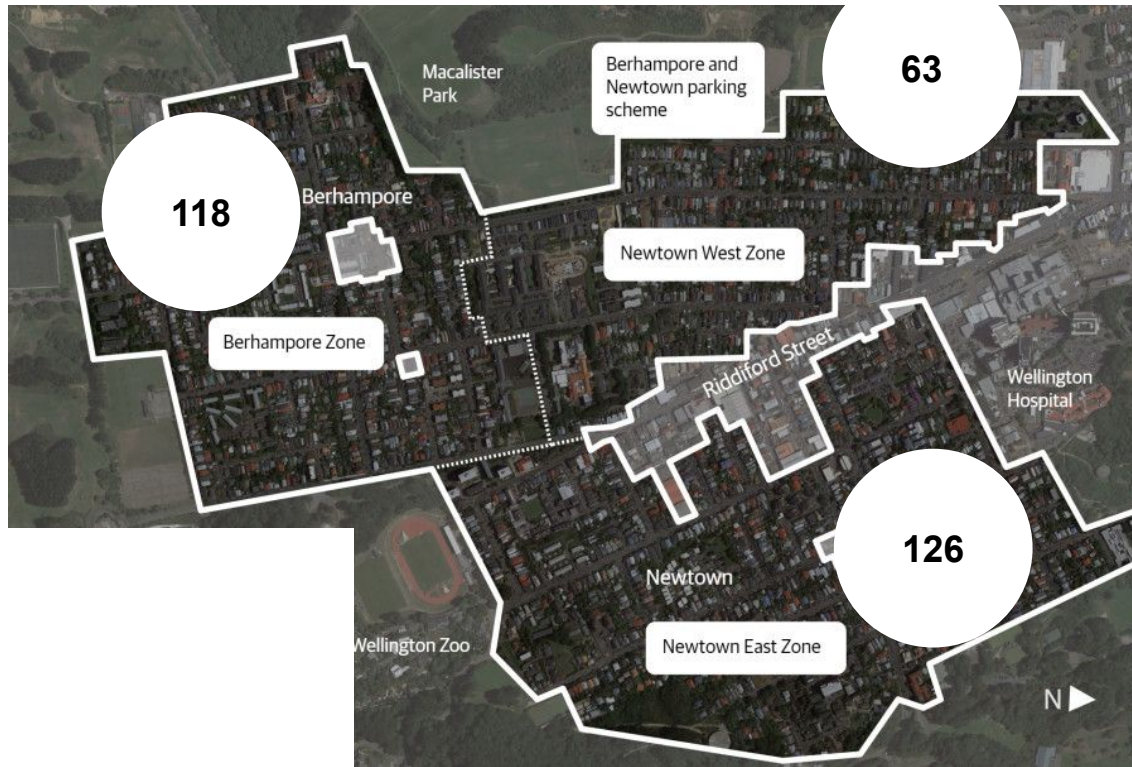
Who we heard from

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:



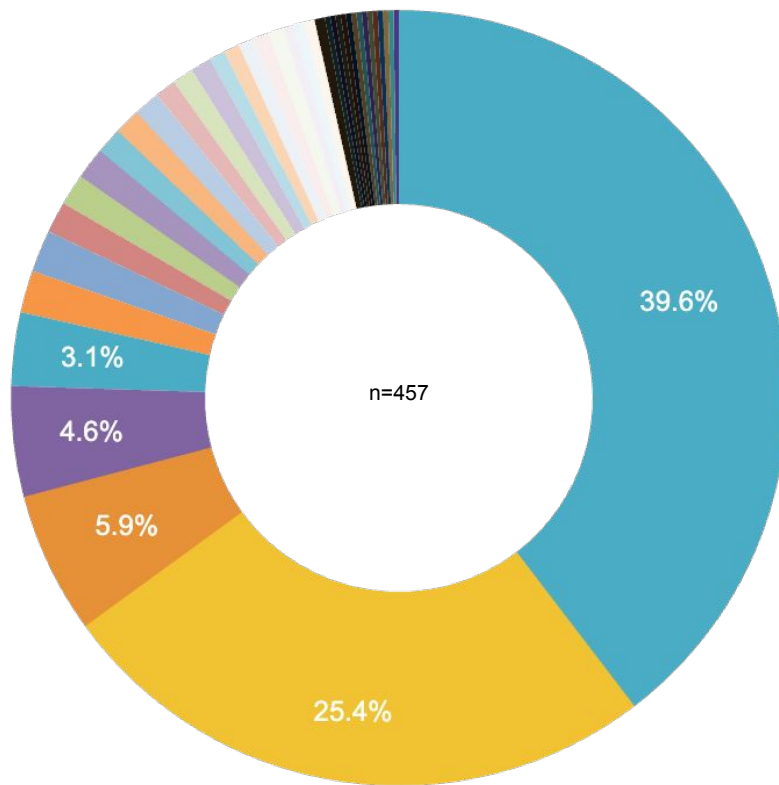
32% of respondents do not live within the proposed parking scheme area.

↓ 'Do not live in the area' down from **51% of respondents in the 2023 consultation.**

A higher proportion of respondents in this consultation live in the area compared to the last consultation.

Suburb

65% of respondents live within Newtown and Berhampore



- Newtown
- Berhampore
- Other
- Island Bay
- Brooklyn
- Miramar
- Hataitai
- Newlands
- Kingston
- Karori
- Vogeltown
- Mount Cook
- Aro Valley
- Mount Victoria
- Lyall Bay
- 24 more

Organisations we heard from

- Alexandra Rest Home
- Dwell Housing Trust
- Mary Potter Hospice
- Newtown Auto Electrical Limited
- Newtown Union Health Service
- Cycle Wellington
- Newtown Residents Association
- Baker Gramercy



Other engagement activity

Community drop-in sessions

We hosted three drop-in sessions and events in the Newtown and Berhampore area during the consultation period. Each targeted a different group; hospital staff, residents, and the wider community. Drop-ins ran between 2-5 hours and there was a steady flow of people during these times. Over the consultation period we spoke to over 100 people.

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

We ensured there were subject matter experts at every drop-in session to answer technical and general questions about both projects.

Feedback at each of the drop-ins was largely focused on the parking management plan, albeit from differing perspectives. The session at the hospital involved a lot of discussion of the potential impact on staff and the healthcare system. The sessions at Newtown Community Centre and Newtown Market were largely attended by residents whose concerns related primarily to impacts on their ability to park at or near their homes.

The hospital drop-in was held in the staff cafeteria in the late morning and early afternoon to give staff an opportunity to interact with the parking management team. There was also a Metlink staff member to answer questions about bus service improvements, and representatives from the internal hospital travel team to answer questions specifically related to hospital plans and policies related to staff parking and commuting.



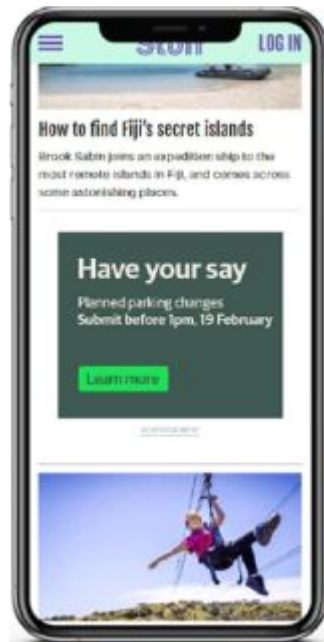
Promotion and advertising

The promotion and advertising campaign for the Newtown and Berhampore parking scheme consultation aimed to let people know about the planned changes to parking and permits, and where and how they could provide feedback.

The consultation was promoted through media, email, radio and newspaper advertising, street posters, Adshels (at bus stops), and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice.

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

The campaign performed well above or at average across all channels. We also used our official Council 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.
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.
Permit cost is prohibitive	Comment indicates that the annual permit cost is too high and/or unfair, particularly during a 'cost of living crisis' and unfair/stressful for ratepayers.
General support	Comment stating general support for the scheme.
Hospital should provide parking for staff	Comment suggesting that this is the solution and then there would be no need for the scheme and/or the Councils should work with hospital to find a solution.
Concern about impact on hospital services	Comment suggesting that hospital staff will leave, putting greater pressure on the health system.
Parking should be free for residents	Comment suggesting it is unfair that residents have to pay for parking despite already paying rates.
The scheme will make life more stressful	Comment suggesting the scheme will introduce stress and/or hardship into people's lives.

Theme descriptions (2/7)

Theme	Description
WCC should focus on other things	Comment suggesting that Council should prioritise other issues like leaking pipes, keeping rates lower etc.
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.
I don't believe there is a parking issue	Comment suggesting that there isn't a parking issue where the respondent lives and/or this scheme creates a parking issue instead.
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 change parks more frequently. Displacement of residents cars also cause concern for vehicle security.
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 and frustration about Council decisions like allowing townhouses without car parks.
The scheme is inequitable	Comment expressing a concern about the effect of the parking scheme on more vulnerable members of the community, like people on a low income, living with a disability, older people, and young families.
Review when restrictions apply	Comment suggests that Council consider changing an aspect of the restrictions (eg P180, 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').

Theme descriptions (3/7)

Theme	Description
General opposition	Comment stating general opposition for the scheme.
Leave it as it is	Comment suggesting that the existing situation is better than the proposed changes.
The scheme won't solve the parking issue	Comment expressing critique that the proposed scheme will not solve the current parking issue and/or will instead contribute to it. The scheme details are perceived to be counterproductive of its objectives (e.g. reducing the numbers of cars on the road, reducing emissions).
Fix public transport first	Comment suggesting public transport needs to be improved before implementing the scheme.
Purpose of scheme is revenue gathering for WCC	Comment suggesting that the main purpose of the scheme is to gather more revenue for WCC.
Fix hospital parking first	Comment suggesting to fix the hospital parking before implementing the parking scheme.
Changes will make parking harder	Comment suggesting the scheme will make parking in the area harder.
Opposition to plan amendments	Comment expressing an opposition for the plan amendments from the first round of consultation.
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.

Theme descriptions (4/7)

Theme	Description
Expand restricted P180 parking	Comment suggesting there should be more P180 limited parking allocated, and less unrestricted.
Include residents only parks in scheme	Comment suggesting that more resident only parks would be a better solution (rather than P180 with residents exempt).
Supports reduction of reliance on motor vehicle	Comment suggesting the scheme might encourage people to get rid of their private vehicles.
Roll out the scheme to the whole area at once	Comment suggesting to roll out the scheme to Newtown east earlier to help with the additional parking pressure.
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.
General criticism of Wellington City Council	Comment expressing general critique of Wellington City Council and/or abusive comment including concern about removal of minimum parking requirements.
Concern about car park removal	Comment expressing concern about the impacts of removing parking availability.
Concern about impact on and/or access to businesses	Comment indicating concern that the scheme will make it harder for some businesses to operate, harder to access some businesses, and harder for employees to find car parks (including ECEs etc).
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.

Theme descriptions (5/7)

Theme	Description
The scheme is complicated	Comment suggesting the scheme is too complicated or complex.
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.
Cycle lane unnecessary	Comment expressing sentiment that the cycle lane proposed infrastructure is not required.
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 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.
Scheme will require enforcement	Comment which suggests that to ensure the scheme works, enforcement will be needed.
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 Berhampore and Newtown pedestrian, bike and bus improvements survey.
Changes support using active and/or public transport	Comment suggesting that the proposed scheme will encourage people to use active and/or public transport.
Changes will improve the parking situation	Comment suggesting that the proposed changes will improve the current parking situation.

Theme descriptions (6/7)

Theme	Description
Existing off-street parking is not fit for purpose	Comment suggesting that some old garages or driveways are too small, so should not be considered off-street parking.
Expand number of unrestricted parks	Comment suggesting there should be more unrestricted parking allocated, and less P180.
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.
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.
Increase availability of mobility parking	Comment suggesting WCC increase the number of mobility parks in the area.
Implement a testing phase/monitor the changes	Comment suggesting a testing phase before implementing the parking changes and/or to monitor the changes to prompt quick actions from WCC.
Support for plan amendments	Comment expressing a support for the plan amendments from the first round of consultation.
Visitor pass costs are prohibitive	Comment suggesting that visitor pass costs are too high.
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.

Theme descriptions (7/7)

Theme	Description
Use alternate route for cycle lane	Comment suggesting WCC look at an alternative route for the cycleway such as parks and golf course.
Reduce number of free visitor passes	Comment suggesting a reduction 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 proposed changes to bus stop	Comment expressing concern for the merging or loss of bus stops.
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 Berhampore and Newtown pedestrian, bike and bus improvements survey.
Consider accessibility needs	Comment expressing concern that the proposed changes will make it worse for people with accessibility issues.
Ensure parking available for car share services	Comment suggestions there needs to be a parking allowance for car share services.
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 businesses	Comment stating that the scheme will bring benefits for local businesses.
I told you already	Comment expressing that people have given this input already in the last round of consultation.