
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:30am
Date: Thursday, 20 June 2019
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

Business

Page No.

1.6 Tabled documents from public participation

1.	Louisa Picker	2
2.	Michelle Arendse	7
3.	Annie Judkins	13
4.	James Lynex	23
5.	Jamie Ryland	26

The corner of Rangoon Street in question opposite 13-19 Rangoon Street.



The photo shows cars parked up to the point the revised plan suggests that they can continue to do so.

In order to cross safely to houses 7-13 Rangoon Street (driveway pictured across the road) it is necessary to improve the visibility of traffic and pedestrians on this corner.



2

This is the point at which my son felt he could see what was coming down the road (with parking restricted as proposed). He is in the middle of the road and could easily be hit by a car in either direction but he considers the danger to be the traffic travelling downhill (up to 50kmph).



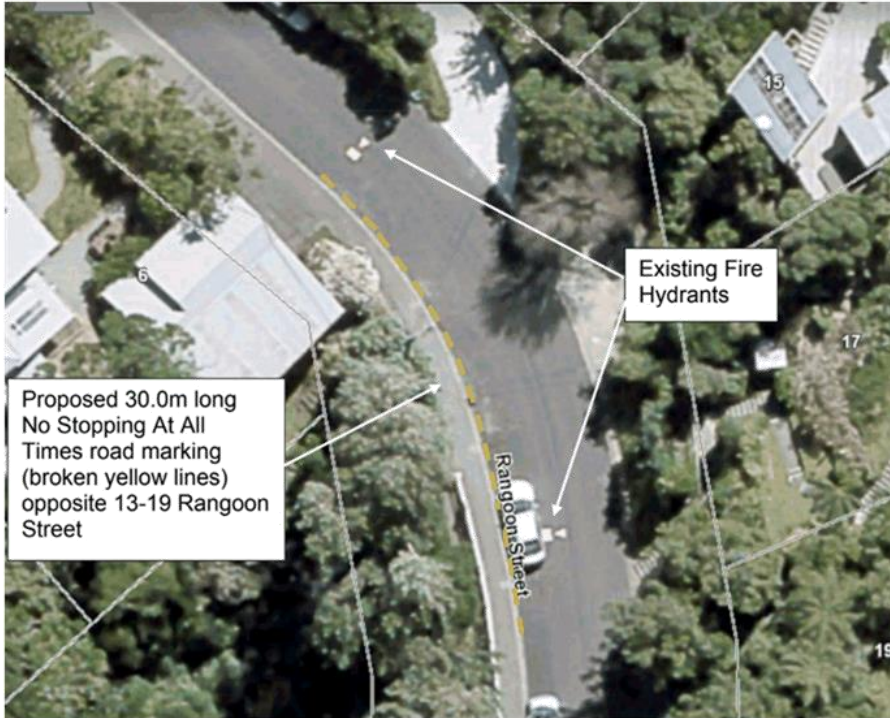
Cars travelling downhill have to cross over to the other side of the road to overtake parked cars (parked as proposed in the revised plan). If my son had been in the middle of the road at this point trying to cross, the car passing would have very little time to see him, react and stop whilst travelling downhill.



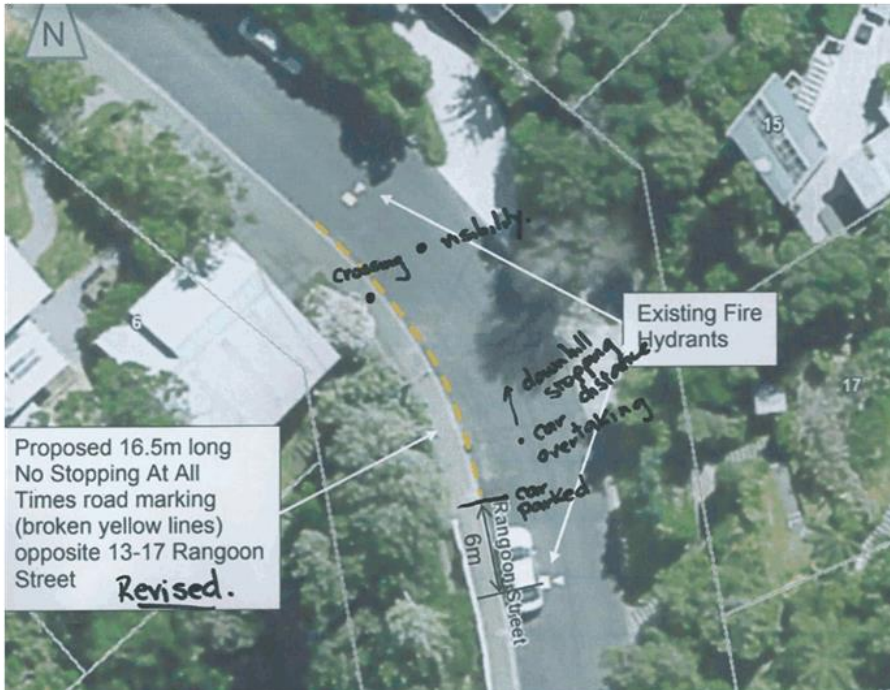
For comparison – the car travelling downhill is still on the opposite side of the road as it approaches the driveway to 7-13 Rangoon Street, at the point my son would be in the road trying to gain visibility of what is coming downhill.



The original proposal put out for resident feedback suggested a greater no-stopping area to improve visibility for crossing the road. Greater visibility for pedestrians and traffic travelling downhill also increases the stopping distance. As there are no footpaths on the odd-side of the road, there is nowhere else to cross the road to 7-13 Rangoon Street.



The revised plan marked with the stages of the photos taken.



<https://mail.google.com/mail/u/0/#inbox/FmfgxwChkvvqXQmVjRkZBFpVzSWQ7projector=1&messagePartId=0.1>

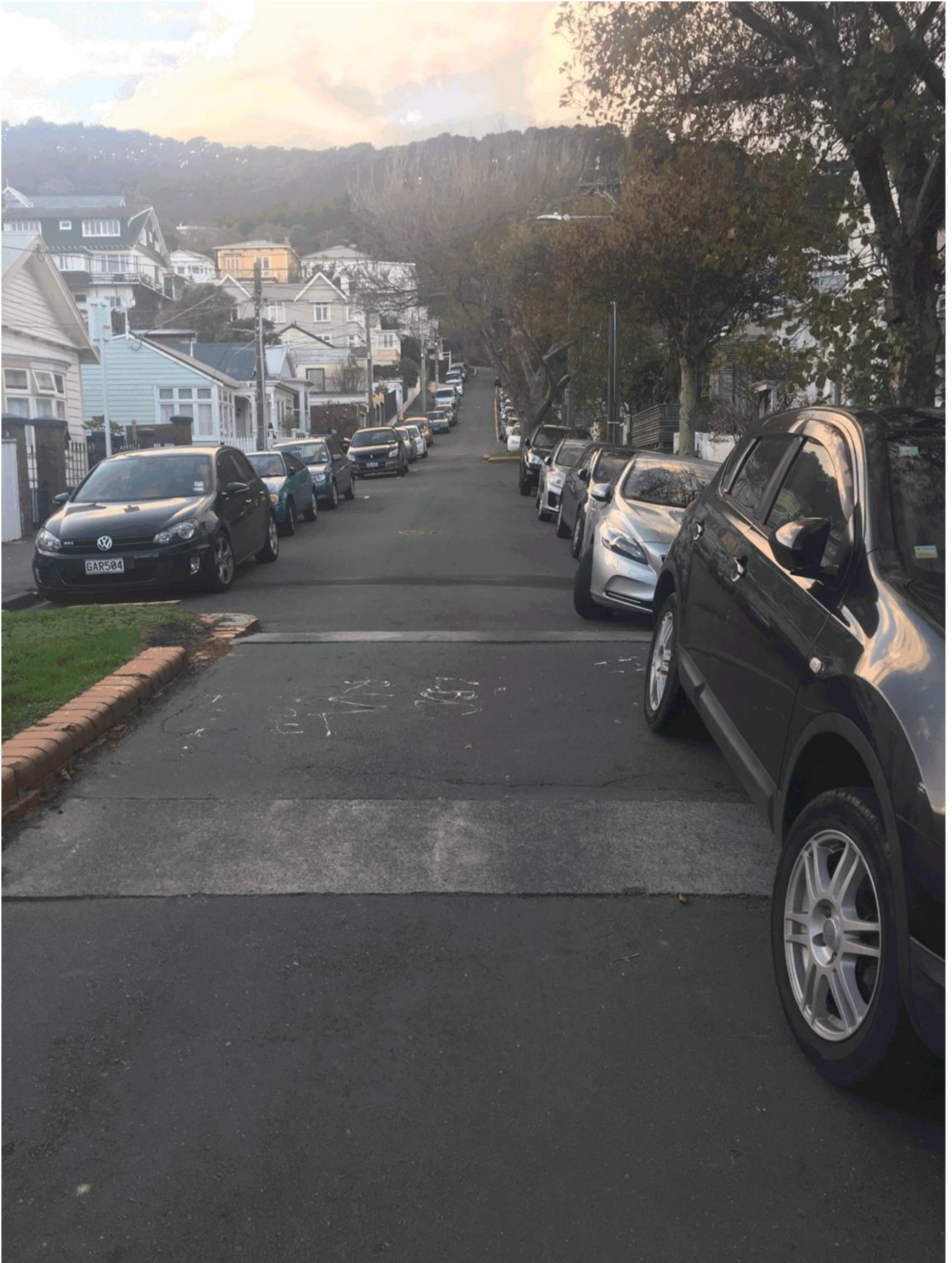


01/11/2019

Reference: 01/11/2019









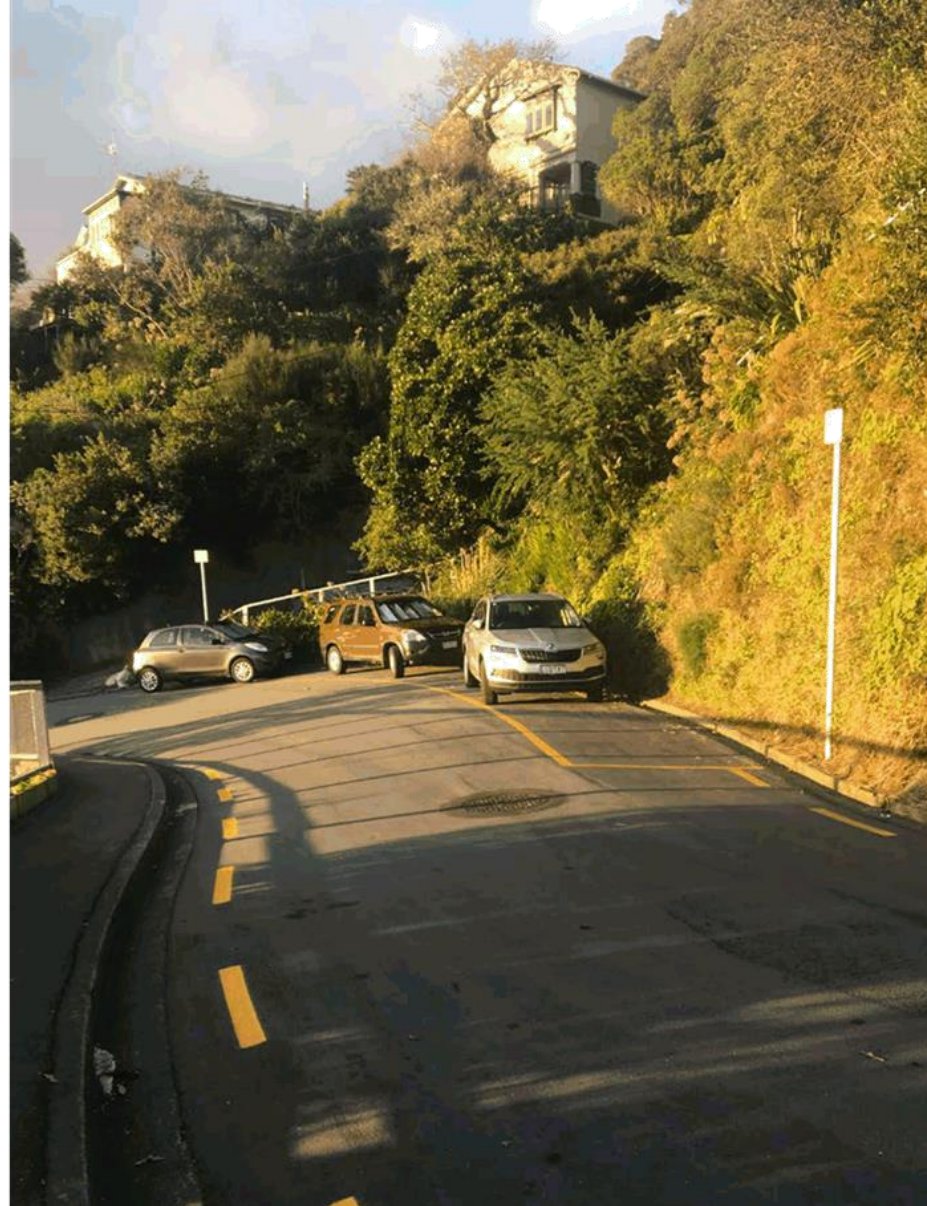




Challenge and Response from Annie Judkins – 28 Durham Street Aro Valley Resident since Autumn 1997

Council Reference - TR62-19

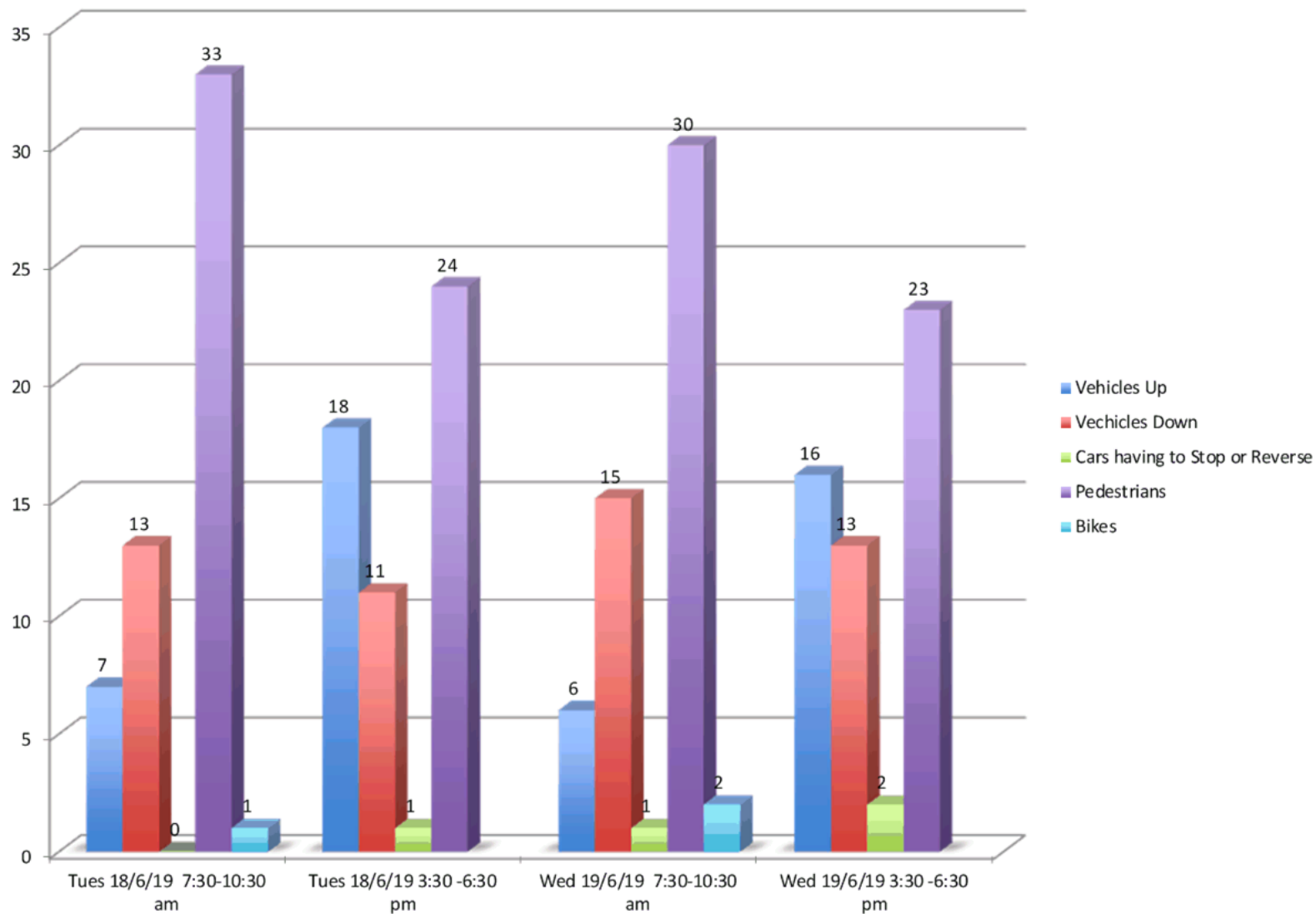








2 Day Peak Hours Durham St Traffic



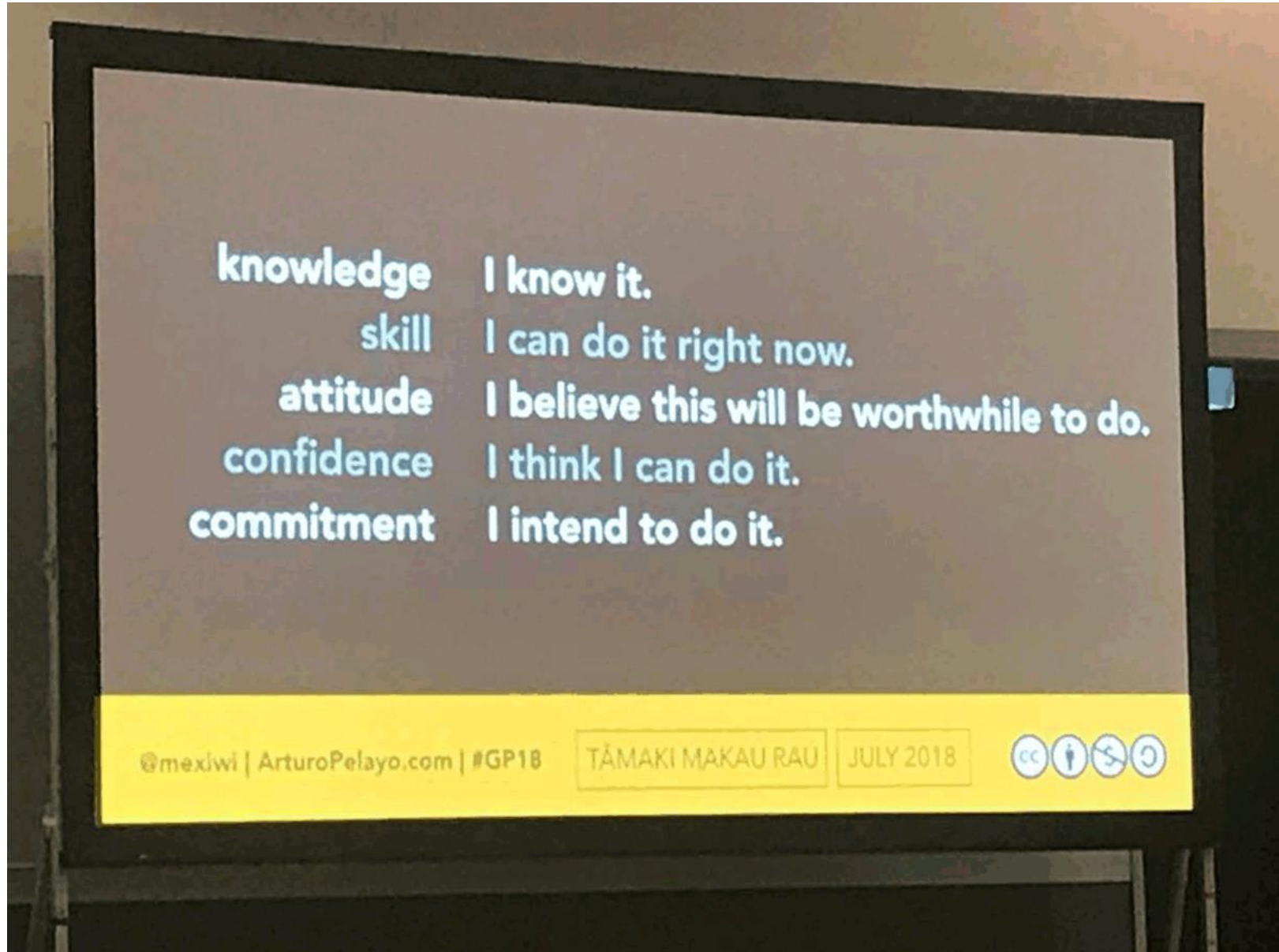


TR62-19

I draw you to the photo on Page 3 of the
Proposed Traffic Resolution
And my response on Page 4
And which 66% of respondents opposed

My Arguments

- We need a 30km speed limit on Durham Street and in all the streets off Aro St
- Council cannot just reduce parking spaces due to “visual rules” without data to support argument, and with such limited community discussion and without considering the impact on our aging and vulnerable community.
- If we are going to lose “approximately 2 more parking spaces on Durham St”, we need to be provided with 6 Residents parking and 2 mobility parking spaces
- Stairs need to be swept at least monthly.
- Main traffic is pedestrian



Freepost 2199
Traffic Resolutions (114)
Wellington City Council
PO Box 2199
Wellington 6140

28 April 2019

To whom it may concern,

Proposed Traffic Resolution (PTR), TR95-19: Increase cost of Resident and Coupon Exemption Parking Permits

Today I write to you regarding the above Wellington City Council (WCC) PTR and its suggested recommendation to increase the fee for Residential Parking Permits, both annually and monthly. For clarity, this submission is in regards to Residential Parking Permits and not in regards to the Coupon Parking scheme.

My name is James Lynex and I am a resident living on The Terrace in Wellington Central. I currently hold a Residential Parking Permit in the Clifton zone and have contributed to WCC's parking scheme since 2013 across various suburbs of which I have lived in rental properties.

In this letter I shall detail why this PTR must be rejected, as this PTR does not treat residents fairly and does not address existing issues that permit holders face. By authorising this PTR, it would be detrimental to residents and the additional revenue obtained would be seen as unnecessary revenue gathering, only for residents to receive little more in return.

Dependability

As a ratepayer and car owner, I rely and depend on my car to conduct daily tasks and ultimately, I am an active participant of WCC's existing scheme. There are many permit holders who are equally dependant on their cars, and many of these holders rely on their cars for tasks such as supermarket shopping, co-curricular activities, schooling, work, university, to name a few.

Furthermore, a large portion of residents living within a "zone" do not have the ability to park their cars off-street, and consequently are required to participate in WCC's scheme. This is due to a variety of reasons, such as tenants living in a residential property without ample parking, as well as Wellington's geographic nature that simply does not allow certain properties the ability to park off-street safely.

Under the new PTR, the fee of a monthly permit would increase by 70% and the fee for an annual permit would increase by 54%, both of which are unjustified and I do not support. By approving this PTR, bona-fide residents like myself who depend on cars as a way-of-life will feel short-changed and treated poorly. We will be left with no choice, but to pay an extortionate fee for the same service. This is unacceptable and consequently, you must reject this PTR.

Cost

As a user of WCC's existing scheme, I am appalled that the PTR wishes to implement an increased annual fee of \$195.00, up from \$126.50, and an increased monthly fee of \$17.00, up from \$10.00. These increases represent percentage hikes of 54% and 70% respectively and are unjustified. These increases are incredibly steep and do not address existing issues that users face, of which in this letter I will detail further.

By increasing the cost to users of this extreme is seen, by myself and a number of other residents interviewed by media, as nothing more than a "cash-grab" by WCC and a "tax on the poor". In times in which petrol prices are continuing to soar, this increased cost is unwanted and in order to address long-term issues of WCC's Residential Parking Scheme, this is not the best solution. Ultimately, these increases are unreasonable, they are simply too much, and consequently you must reject this PTR.

Existing Issues

Under the existing system, I detail below some issues that I have faced as a permit holder. These are issues that I believe will not be remedied as a result of this PTR.

Offending Vehicles

It is currently no secret that parking within parking "zones" is tight and at times it can be difficult to find a park. In my six years of being a permit holder, an issue I have consistently faced is that spaces labelled by blue signs "Resident Parking" consist of offending vehicles who do not have the correct permit.

There have been a number of times where I have observed offending vehicles parked in spaces and have not been ticketed for a large duration of time. This has led me to believe that WCC efforts to enforce "zones" is not properly being executed, and consequently, increasing the fee that residents pay will not address this issue.

Non Inner-City Residents

A further issue I have faced is that on streets consisting of spaces labelled by blue signs both "Resident Parking" and "Coupon Parking", a large number of "Coupon Parking" spaces are occupied by those who are using a daily coupon. Upon discussing this with local residents, we have strong suspicion to believe that these are residents who do not live within the inner-city.

We ultimately believe these are residents from outer suburbs who work near or in “Coupon Parking” zones and are obtaining a discounted day’s worth of parking (as opposed to utilising parking buildings and on-street CBD parking), at the expense of bona-fide residents. I acknowledge that PTR TR91-19 sets out to increase the cost of daily and monthly coupons, which I am not opposed to, however I do not believe approving PTR TR95-19 (which I am writing regarding today) will address this.

Existing Charges – Monthly vs Annual

A user who wishes to obtain a Residential Parking Permit is required to submit an application and pay a fee of either \$10.00 per month or \$126.50 for an annual permit (after increasing from \$115.00). Upon reapplying for my permit this year, I was shocked to discover that purchasing 12 individual monthly permits was cheaper than purchasing an annual permit upfront. This is disappointing and upon laying a complaint with Parking Services, a division of WCC, I received a phone call confirming this flaw, as well as a WCC staffer telling me how “this is an embarrassing phone conversation we tend to have 3-4 times per day”.

I acknowledge the monthly permit fee needs revisiting in order to provide an incentive to purchase 12 months upfront (as was the case when the annual permit fee was formerly \$115.00), however a 70% increase for the monthly permit fee is simply too much. In the media, Councillor Brian Dawson has (indirectly) quoted that the increase “will only mean residents pay \$0.53 for a parking space, you can’t say it’s outrageously expensive”. This has been said out of content, as currently residents are only paying \$0.34 per day for a parking space, and this does not take into consideration the enormity of this proposed increase over time. Therefore this PTR’s 70% fee increase for monthly permits should be rejected as I believe this is not addressing this injustice sensibly.

Conclusion

In conclusion, this submission has detailed the reasons for why you must reject this PTR. This PTR does not suitably address existing issues, and increased fees of 54% and 70% fees are unfair and cannot be justified. I cannot emphasise enough the unreasonableness of these large percentage increases, only for residents to receive little more in return.

Thank you for your time and I look forward to hearing from you.

Yours sincerely



James Lynex

Address: 2/234 The Terrace, Wellington Central, Wellington 6011

Email: james.lynex@hotmail.com

zero^c Zero
Carbon
World

Moving the world forwards to a Zero Carbon future.



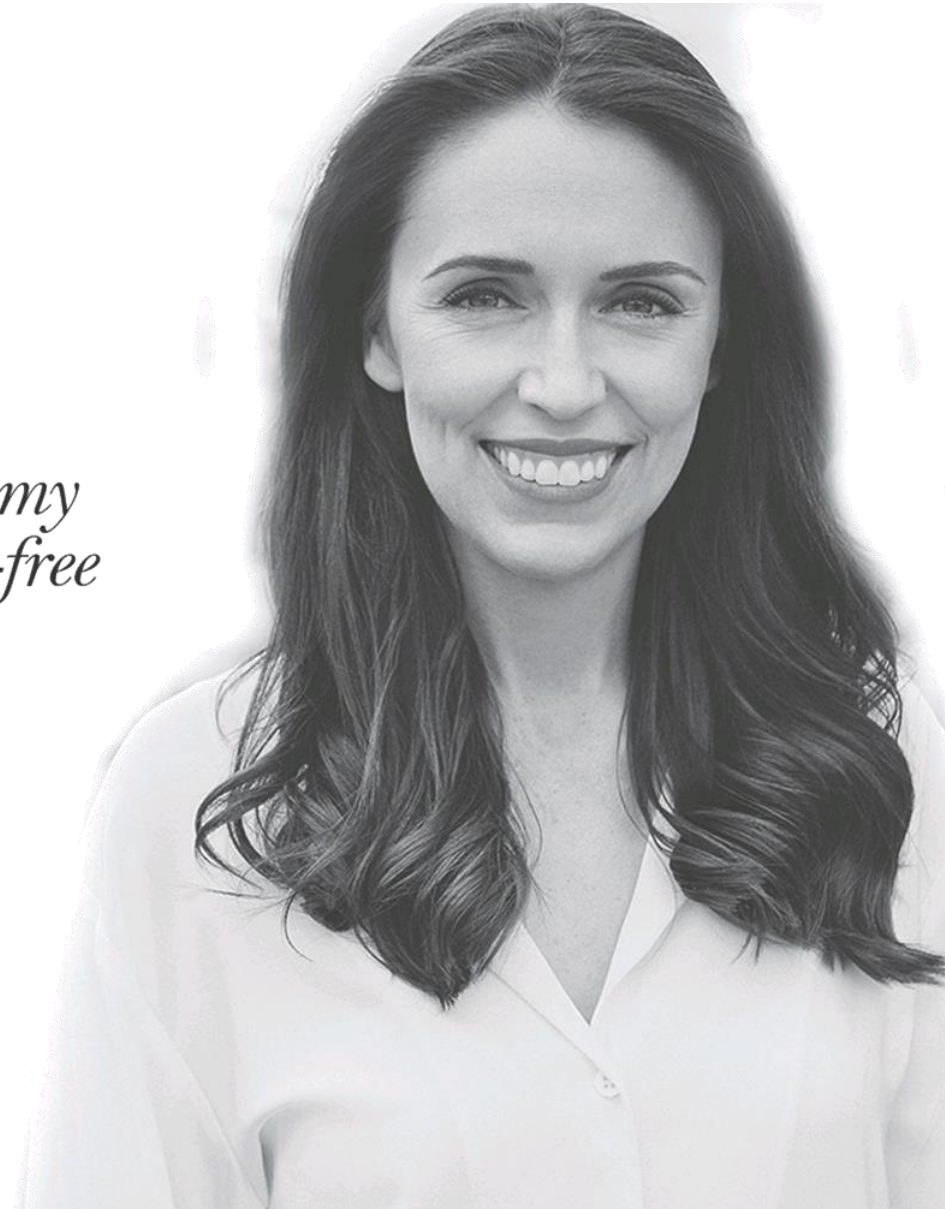
The problem - New Zealand's net greenhouse gas emissions have increased 54 percent since 1990. Today, over 82 Million Tonnes of CO² are emitted annually.



There is the political
will needed.

*“Climate change is my
generation’s nuclear-free
moment”*

Jacinda Ardern

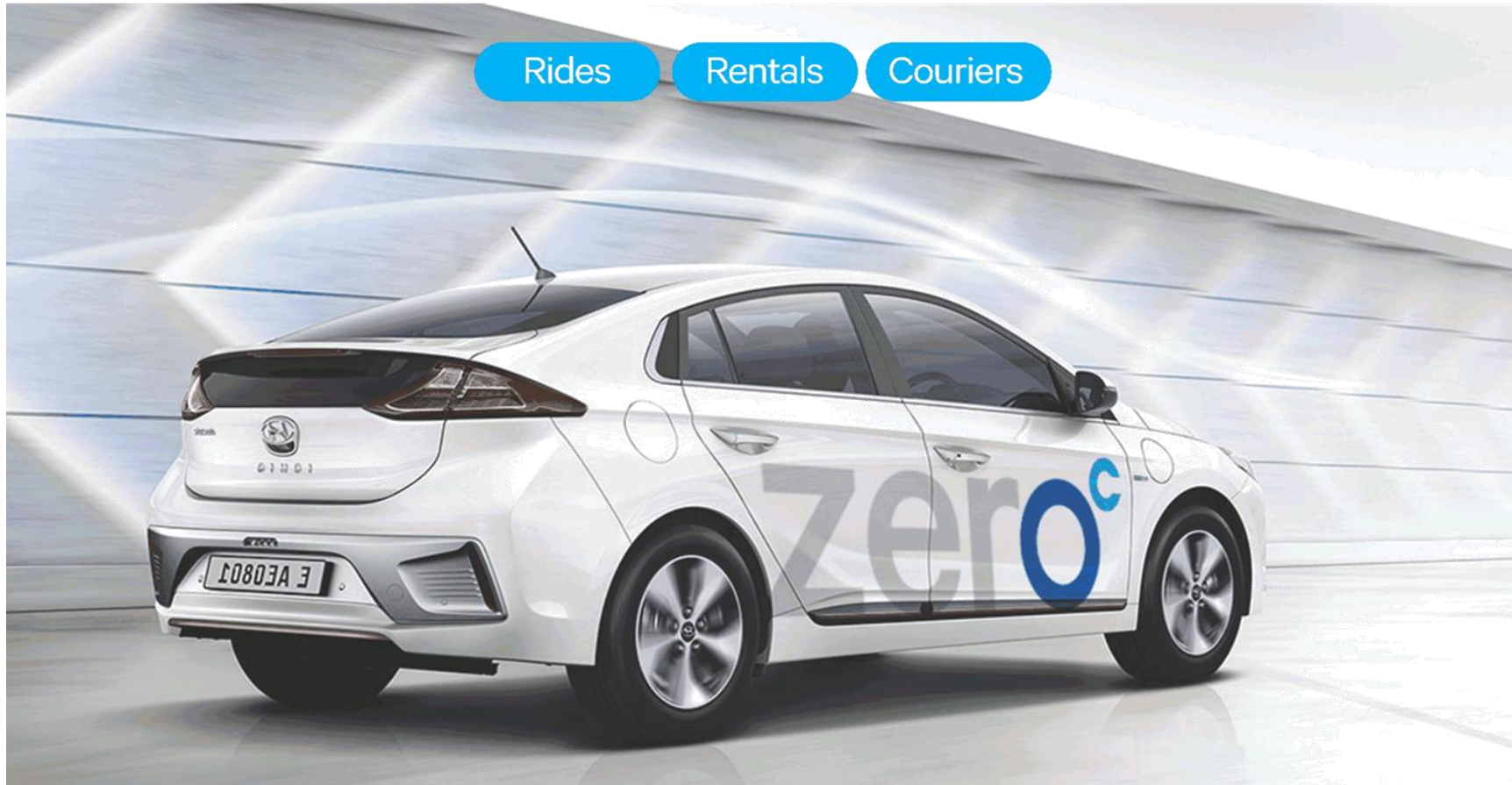


“**Climate change** is the biggest environmental challenge of our time. It is already affecting our climate, agriculture, native ecosystems, infrastructure, health and biosecurity. If left unchecked it will have broad social and economic impacts.

We cannot afford to ignore what is happening in New Zealand and globally”.



Our mission - To transport people and goods from A to B with Zero C.



Because we're passionate about helping
tackle one of humanity's greatest challenges...



Our professional drivers are ambassadors and employees of ZeroC with all the rights that entails -including a proper living wage.

Each driver is handpicked, trained and fully vetted.



