

1.1

Do you agree that the effects of commuter parking on Johnsonville and Newlands streets are a severe negative for our living environments?

Chris Laidlaw	Agree			
Daran Ponter	Agree			Yes, I agree. This is frustrating and costly for commuters who can't get parks, and for local residents and businesses who are affected by the lack of available parking.
Ian McKinnon	Agree			
John Klaphake	Agree			Yes, I do agree. I also personally know it can create a lot of discord in a community when you can't park outside your own home because others, who don't live close by, are using the street to park while going of to work,
Keith Flinders	Agree			
Norbert Hausberg				Will check out the situation myself in the days before the meeting
Paul Bruce	Agree			
Roger Blakeley	Agree			
Russell Tregonni	Agree			
Sam Somers				Yes I do, I personally live with the same situation in Newtown with Wellington Hospital.
Sue Kedgley	Agree			Yes the effects are a severe negative and are undermining the liveability of these suburbs.

1.2

What is your position on GWRC providing more Park&Ride capacity in Johnsonville?

Chris Laidlaw	Support			
Daran Ponter	Support			<p>I was elected to the Council in May 2016 (filling the vacancy left by Fran Wilde). In August 2016 the Full Council agreed to my proposal that the GWRC start working with the WCC to identify suitable land for Park and Ride facilities, including in Johnsonville and Newlands.</p> <p>Because there is a general lack of suitable land in Johnsonville for Park and Ride facilities, I will be advocating for a multi-storey Park and Ride building to be included in the Wellington Regional Transport Plan (let's get this on the list of priority projects for the region).</p>
Ian McKinnon	Support	Consider		<p>Park & Ride', which is an excellent concept (was very much the norm where we lived in West London) and certainly seems well warranted for Johnsonville ... so it has my support; just a little reluctant to tick first box in isolation without the key facts on location, costs, etc., although explanation below very helpful - thank you.</p>
John Klaphake				<p>We want people to use public transport - and people want to use it if it is reasonably priced. Public transport eases congestion on the roads in the inner city. Obviously, what has occurred is a transferral of the problem to the outer suburbs. If the GWRC wants to introduce transport hubs, it really needs to think about parking. I think this has totally been left out of the mix. I don't want to lob the ball back in your court, but how does the JCA think the solution could be solved. So called solutions could easily be implemented, but we might actually deliver you an Island Bay Cycle way solution!</p>
Keith Flinders		Consider		
Norbert Hausberg		Consider		
Paul Bruce		Consider		<p>I believe that the cost of parking cannot be shifted onto the ticket price. Therefore if new capacity was provided, a small charge should be introduced to cover the cost. However, we must provide other alternatives which will reduce the numbers of vehicles on our roads. There is a strong case for providing a new railway station at Rowells Road. Safe cycle routes and storage facilities would also encourage more people to connect with public transport using their bicycle. E-cycles effectively remove the hills. Care share (and autonomous cars in the future) would also reduce the number of cars in use.</p>
Roger Blakeley	Support			<p>In principle I support - for good governance, I need to see the financials before I commit.</p>
Russell Tregonni	Support			
Sam Somers				<p>Yes, with a appropriate solution, I would support a increase in capacity. I would also bring in a immediate solution, of where, people who have 3 or more people riding in their vehicles, and transferring to bus/train can get priority parking, after Disability</p>
Sue Kedgley	Support			<p>I strongly support the provision of more park and ride capacity in Johnsonville. The present situation in which park and ride facilities have reduced by 35% in central Johnsonville is utterly unsatisfactory.</p>

1.3**Newlands town centre now has a significant problem with commuters parking vehicles on-street while they take bus transport in the CBD. What is your position on provision of Park&Ride facilities for bus commuters in Newlands?**

Chris Laidlaw		Consider	
Daran Ponter	Support		In August 2016 the Full Council agreed to my proposal that the GWRC start working with the WCC to start identifying suitable land for Park and Ride facilities, including Johnsonville and Newlands. This motion was unanimously endorsed by the Full
Ian McKinnon	Support	Consider	As above - definite support and would expect management to present the business case (the facts) for discussion and decision early in the triennium. Park & Ride facilities must be adequate for need and if not, consideration must be given to further developments.
John Klaphake			It's exactly the same as above. We need the active participation of the community in resolving problems. I just don't think. I would like to do all in my power that the GWRC is consultative, open and transparent, that it's decisions are not taken under a veil of secrecy, and that the solutions work for those who are immediately affected.
Keith Flinders		Consider	
Norbert Hausberg		Consider	AS well as the Johnsonville situation I will check it out before the meeting
Paul Bruce		Consider	Similar explanation as above. Safe cycle routes and storage facilities would also encourage more people to connect with public transport using their bicycle. E-cycles effectively remove the hills. Care share (and autonomous cars in the future) would also reduce the number of cars in use
Roger Blakeley	Support		In principle I support - for good governance, I need to see the financials before I commit.
Russell Tregonni	Support		
Sam Somers			I would support a park and ride facility for Newlands, but not 100% sure where it could be placed, at this point in time or how many cars would require to use the facility.
Sue Kedgley	Support		Yes I strongly support the provision of park and ride facilities for significant bus as well as train interchanges such as Newlands and Johnsonville. Council recently passed a resolution asking officers to investigate the purchase of land for this purpose of providing park and ride facilities for major bus interchanges such as at Johnsonville and Newlands

1.4

Will you support GWRC investing \$3.5 million towards capital investment (or equivalent long-term leasing commitment) to support construction of a Public-Private partnership multi-level car park adjacent to the Johnsonville Train Station, in the next 3 years, to provide 300 park-and-ride spaces with modest (\$2) daily parking fees?

Chris Laidlaw	Support		An interesting idea. Support would be conditional on joint participation with WCC as well as a private partner. More than happy to initiate the discussion.
Daran Ponter	Support		Yes, I support capital investment in a multi-storey Park and Ride facility as the only option in an area that has little land available for car parking and a great need from commuters. I will be advocating for a multi-storey Park and Ride building to be included in the Wellington Regional Transport Plan (let's get this on the list of priority projects for the region)
Ian McKinnon	Support		I like the concept of a PP Partnership and assuming that it financially 'stacks up' (which it should - and that doesn't mean there can't be some direct ongoing public contribution), my support would be there.
John Klaphake			I am quite supportive of this solution if that is what the community has agreed would solve the problem. I don't know all the ins and outs in terms of the GWRC position (if there is one). But if it is a good, pragmatic solution, it should be honestly investigated.
Keith Flinders			Not an existing councillor.
Norbert Hausberg			Do you have some concrete ideas? Plans? Sketches of what you think possible? Is the community
Paul Bruce			I would like to see the business case, and how it stacks up with supporting a new station at Rowells Road, and improving cycle ways.
Roger Blakeley	Support		In principle I support - for good governance, I need to see the financials before I commit.
Russell Tregonni	Support		
Sam Somers			Yes, I would support the project. I am not 100% sure a the PPP. I would also support the fee of \$2 to park there to help pay for the cost of construction. Ownership of the carpark, should also remain in public ownership.
Sue Kedgley			I would like to investigate the business case for this proposal before firmly committing to \$3.5 million investment. In general, however, I agree that the bus and train interchange at Johnsonville is utterly inadequate, and needs far more parking facilities as well as greatly improved bus and train stations. Council is committed to upgrading the bus interchange before 2018. I am committed to working with your Residents Association to get these issues addressed urgently.

1.5

Do you support any other measures (apart from those in Q 1.5) to address the cause or mitigate the effects of the Park&Ride crisis in Johnsonville? And if you support a sentence to describe what concrete measures you would commit to or if you would oppose a sentence explaining why this position.

Chris Laidlaw	Support		I agree we need action but it needs to be practical and well planned. Better car pooling arrangements is one option to ease the pressure. Cycling storage facilities at a central location could also be considered.
Daran Ponter	Support		a. Park and Ride facilities in other areas of Johnsonville (land permitting) b. Bikes on buses – Trial has already commenced on Newlands buses c. Better bus interchange at Johnsonville (all weather, CCTV, good seating)
Ian McKinnon	Support		In the immediate term has adequate consideration been given to 'Coupon Parking' at a reasonable rate for the adjacent streets? Is there a time restriction placed on adjacent streets?
John Klaphake			
Keith Flinders	Support		Additional feeder bus services are but one solution to reduce the need for on/off road parking and to reduce the traffic flow.
Norbert Hausberg			If its a problem it has to be addressed as simple as that. Hope for your input.
Paul Bruce	Support		Safe cycle routes and storage facilities would also encourage more people to connect with public transport using their bicycle. E-cycles effectively remove the hills. Care share (and autonomous cars in the future) would also reduce the number of cars in use. A new station at Rowells Road as above
Roger Blakeley	Support		I support Uber and ride-sharing which is likely to become increasingly popular, and will reduce the number of vehicle spaces needed for park 'n ride.
Russell Tregonning			I am a 1st time aspiring candidate and don't know the other options being considered. I would like to hear the community talk on these at your meeting
Sam Somers			Make transferring from one public transport mode to another such as bus to train/bus, have a free transfer option, along with a integrated ticketing system, which currently Greater Wellington as a whole is currently lacking.
Sue Kedgley	Support		I support more connecting buses that link up with the Johnsonville trains and commuter buses, so that people can also take public transport to the Johnsonville station. I also support building a new train station at Rowells Road, Churton Park, to give another public transport option to the fast growing populations in Churton Park and Grenada. I support more frequent bus services from Johnsonville, and have been working with officers on getting more peak time bus services from Johnsonville.

COPY OF LETTER FROM JCA TO GWRC REFERRED TO IN ISSUE 1.6

On 19/05/2015, at 12:23 AM, J C A <jcainc2@gmail.com> wrote:

Dear Paul, Bruce, Sue, Chris and Fran,

I write as President of the Johnsonville Community Association (Johnsonville's 'residents Association'), to bring an issue of dissatisfaction with the services provided by GWRC to your attention - namely that of provision of Park and Ride spaces at the terminal end of the Johnsonville line - or, rather, the lack of such. I also urge you to do what you can to rectify the situation, please.

The residential neighbourhoods of central Johnsonville are filled every day with hundreds of cars which we term "unofficial Park n ride": Commuters from suburbs like Churton Park, Broadmeadows, Newlands, Paparangi etc. park on our streets every day in order to use the Train into the Wellington CBD.

The train is increasingly popular, largely because of overcrowding (due to the under-provisioning) of busses in the area, which run way over 100% capacity at "rush hours", but the inadequacy of our bus services is not my point here: The point is that at a time when colossal numbers of additional park- n Ride spaces are being added by GWRC to Tawa and Paraparaumu to encourage more train commuters, roading expansion around the Johnsonville "Triangle" has resulted in about a 35% reduction in Park n Ride spaces in central Johnsonville.

A small number of "additional" spaces were created at Raroa station last year to "offset" those lost in central Johnsonville: JCA warned GWRC staff that this would fail to result in commuters 'substituting' in favour of those Raroa station parks, and so it has eventuated: Most of those 25 or so new parks in Raroa remain unused. Instead, the "Unofficial" park-n-Ride has crept ever outward from central Johnsonville in most directions.

As you may know, Johnsonville was recently re-zoned "MDRA" (Targeted outer residential intensification") - a phenomenon that is generally considered to be good for "sustainability", especially due to proximity of train stations: However, this MDRA Redevelopment will only occur if people actually desire to live here, and if developers build to provide those "medium Density" dwellings to feed that demand (as WCC hope they will). After nearly 5 years no "MDRA" type dwellings have been built here at all, and frankly, streets that are congested with the cars belonging to commuters attracted to GWRCs trains has become a significant deterrent to the attractiveness of the area for MD redevelopment!

Johnsonville residents are told that GWRC that it is not prepared to replace the lost park n Ride spaces because land here "is too expensive". Its true that land here is costly, but as far as the Johnsonville community is concerned, by encouraging commuters they know will park on our streets, GWRC and WCC are in dereliction of their shared responsibility to us to manage the 'fallout' from the success of their train service, namely that these commuters' cars congest and clog our suburban streets on a daily basis.

We see provision of adequate Park n Ride as part of the cost of providing rail transport, and it is our view that GWRC is shirking that responsibility - and a significant downturn in the 'liveability' of our suburb is the direct result. Further, If MDRA does proceed, our streets will inevitably become Residents Only Parking Zones, and at that point Train usage will nosedive, as the chickens of GWRCs failure to provide Park-n-ride come home to roost.

Over the years JCA has heard WCC and GWRC blame each other for the lack of "official" Park and Ride here in Johnsonville, and frankly we are sick and tired, both of the excuses, and the enormous loss of park and ride spaces (the very opposite of both what we expect, and what other suburbs are currently enjoying!).

In the interests of improving the liveability of our parking-choked streets, and preserving the long term viability of the Johnsonville train line, I urge you to take action to prioritise (and fund) the creation of significant (at least 60 and preferably 100) new park-n-ride spaces near Johnsonville station as soon as possible.

Yours Sincerely,

Graeme Sawyer
President, JCA

1.6

EXISTING COUNCILLORS – What has been your position on addressing issues raised in JCA email of 19 May 2015? If you provided support a sentence to describe what you did/supported or if you considered or opposed a sentence explaining why this position.

Chris Laidlaw				I asked our staff to liase with WCC with a view to trying to identify opportunities. They were not optimistic at that time. I have since discussed with Andy Foster and we will revisit the issue.
Daran Ponter	Support			I was not a councillor in May 2015, but soon after being elected onto the Council in May 2016 I achieved Full Council support for my proposal that the GWRC start working with the WCC to identify suitable land for Park and Ride facilities, including Johnsonville and Newlands
Ian McKinnon				NA
John Klaphake				n/a
Keith Flinders				Not an existing councillor.
Norbert Hausberg				
Paul Bruce		Consider		A motion was passed in June at Council, requesting officers investigate purchase of land. I am unhappy that not enough has been done to support the other alternatives of better cycling facilities, car share etc see above, and have been repeatedly bringing this up with WCC and our sustainable transport people. However, it is WCC that is responsible for the roads and roading infrastructure.
Roger Blakeley				
Russell Tregonning				
Sam Somers				
Sue Kedgley	Support			We asked officers to investigate this and they have assured us they are committed to improving the situation through a far better, upgraded bus and train interchange and more park and ride facilities. Officers have informed me that the interchange will move into Moorefield Road when the Mall redevelopment happens. Officers are also investigating more frequent peak time bus services to deal with the over-crowding of peak time bus services from Johnsonville

2.1

Residential intensification affects Johnsonville significantly and recently WCC have issued resource consents for MDRA developments despite those consent decisions acknowledging that Wastewater and Stormwater infrastructure is beyond capacity.

FOR EXISTING COUNCILLORS – What has been your position during the last term on addressing this issue? And if you provided support a sentence to describe what you did/supported or if you considered or opposed a sentence explaining why this position

Chris Laidlaw				I am aware of the pressure on infrastructure of more intensification in the area. It is the responsibility of the city council to ensure that adequate provision for stormwater/wastewater is provided.
Daran Ponter	Support			I support the need for improved wastewater and storm water infrastructure. The WCC must ensure that infrastructure investment meets urban growth in the Northern suburbs.
Ian McKinnon				
John Klaphake				
Keith Flinders				Not an existing councillor.
Norbert Hausberg				
Paul Bruce				This position has not come directly to council, and I was not aware of the capacity problem. Wellington Water also now deals with wastewater and stormwater infrastructure. However, I am very concerned to hear from you that the existing pipes are below requirements. The Regional Council Regional Policy Statement encourages the use of permeable layers and domestic rain water collection tanks to reduce runoff. Climate change may also exacerbate the situation, so I will be asking questions of both GWRC and WCC officers about the reason for inadequate resourcing.
Roger Blakeley				
Russell Tregonning				N/A
Sam Somers				
Sue Kedgley				This issue has not formally come before the Regional Council in the last three years. However I agree that we need to upgrade the wastewater and stormwater infrastructure before intensifying residential development or the new development will be unsustainable.

2.2

What is your position on GWRC mitigating this risk within 12 months of the 2016 election? And if you support a sentence to describe how you would mitigate this risk or if you would consider or oppose a sentence explaining why this position.

Chris Laidlaw	Support			I would happily support an analysis of the future infrastructure needs in the area in consultation with WCC
Daran Ponter	Support			I support mitigating this risk through provisions to be specific in the Wellington Regional Plan in relation to infrastructure being adequate to meet new urban development.
Ian McKinnon	Support	Consider		I would certainly support mitigating the risk and would expect a management report early in the triennium for consideration
John Klaphake				
Keith Flinders		Consider		All GWRC infrastructure needs to be reviewed and with some urgency, as Havelock North's water contamination situation reminds us.
Norbert Hausberg	Support			Well if its a problem it clearly should be addressed
Paul Bruce	Support			Climate change bringing heavier downpours will also exacerbate the situation, so I will be requesting that resources be set aside to rectify the situation.
Roger Blakeley	Support			Provision of adequate '3 waters' infrastructure is essential to support MDRA. This would be done through Wellington Water and also requires support of other councils in the region.
Russell Tregonni	Support			Once again, I don't yet have the knowledge to discuss the options but want to learn these from your community. In general I support measures to mitigate any health risk you describe.
Sam Somers				I would be opposed to risk mitigation as in the event of a high water flow, like a heavy rain storm, we would not have the capacity to clear it, which could result in having disrupted
Sue Kedgley	Support			I will ask for our officers to report on the adequacy of the wastewater and stormwater infrastructure in the Johnsonville area and how they intend to upgrade it before any MDRA developments are begun.

2.3

What is your position on compulsory high-capacity roof-water storage for new dwellings? And if you support a sentence to describe how you would implement or if you would consider or oppose a sentence explaining why this position.

Chris Laidlaw	Support		I fully support provisions within building consents for rainwater capture. This is a policy that would have to be adopted by WCC in order to be enforceable. The regional council has been encouraging district councils to consider this for some time.
Daran Ponter	Support		I support this initiative.
Ian McKinnon		Consider	Of course I would consider but would want assurances on safety and security and the designated use of the water..
John Klaphake			As a concept I am supportive, but need to understand further what the issues and perceived problems it is designed to overcome. I can definitely understand this from a distributed network perspective with risk management.
Keith Flinders	Support		In an earthquake prone region roof water storage is essential in times of emergency.
Norbert Hausberg	Support		Every building should have one. Wellington council has a great deal for it. Fully supported!
Paul Bruce	Support		The Regional Council Regional Policy Statement encourages the use of permeable layers and domestic rain water collection tanks to reduce runoff. Climate change will increase the frequency of heavy downpours, and domestic collection will reduce the initial runoff. 200 litre emergency water tanks are available at a low price. High capacity tanks, say 2000 litre tanks, would cost many times that of our bulk water supply. However, they should be encouraged if home owners were able to absorb the cost. Any new developments should include roof water collection, and also collection of water from parking lots, which can then be used for irrigation, washing and toilets.
Roger Blakeley	Support		This would require amendment to the Wellington District Plan to enforce it. It would be a good initiative for sustainability. There would be likely strong opposition from developers and residents concerned about additional cost to new housing and
Russell Tregonni	Support		Absolutely support. I do it myself and had done previously in my other home. I think its essential to have such a simple measure to conserve our precious water resource
Sam Somers			I would consider supporting water tanks, in all new dwellings as a relief off the mains grid, this water could be used to water gardens, and help improve the resilience of water shortage
Sue Kedgley		Consider	I support high-capacity water storage for new dwellings, but the present Resource Management rules would need to be amended before policy this could be introduced.

2.4**What is your position on the use of rainwater high-capacity roof-water storage for non-potable household use? And if you support a sentence to describe how you would implement or if you would consider or oppose a sentence explaining why this position**

Chris Laidlaw	Support		This could be considered as qualifying for a loan repayable through the rates, similar to GW's home insulation programme.
Daran Ponter	Support		I support this initiative. This could be accommodated, like the home insulation programme, by the GWRC buying water storage units in bulk (lower unit price) and then selling the units to home owners, who pay them off in instalments.
Ian McKinnon		Consider	Response much the same as the above - yes, would consider but would want a report outlining all aspects, ensuring safety, particularly on usage and risk of any cross-over.
John Klaphake	Support		I think this is a good idea and am supportive. Climate change is real and our water source is limited. We have to manage our resources well and actually encourage the collection and storage of rainwater for non-potable use.
Keith Flinders	Support		As a councillor I would support the voluntary installation of rain water storage by all ratepayers assisted by the GWRC obtaining bulk details from suppliers of the tanks.
Norbert Hausberg	Support		All helps reduce water use, great.
Paul Bruce	Support		The Regional Council Regional Policy Statement encourages the use of permeable layers and domestic rain water collection tanks to reduce runoff. Climate change will increase the frequency of heavy downpours, and domestic collection will reduce the initial runoff.
Roger Blakeley	Support		This would require amendment to the Wellington District Plan to enforce it. It would be a good initiative for sustainability. There would be likely strong opposition from developers and residents concerned about additional cost to new housing and
Russell Tregonni	Support		Absolutely support. I do it myself and had done previously in my other home. I think its essential to have such a simple measure to conserve our precious water resource <i>(Copied from 2.3)</i>
Sam Somers			I would consider it. I have previously lived rural, where tank water was our only option.
Sue Kedgley	Support		I strongly support domestic rainwater tanks for non-potable household use.

3

What is your position on GWRC entering into intense negotiations with Stride Properties to ensure that the bus interchange at Johnsonville Mall has been significantly upgraded when the new bus routes and timetables for the Northern suburbs to Wellington come into force in 2018? If you support please list what steps you would take to ensure this is achieved or if you would consider or oppose a sentence explaining why this position.

Chris Laidlaw	Support			The bus interchange will be substantially revamped as part of the bus transformation programme. We have budgeted for this.
Daran Ponter	Support			Yes, I support the GWRC working through options with Stride Properties for a proper bus interchange at Johnsonville.
Ian McKinnon	Support	Consider		The difficulty here is that if one is in 'negotiations' one must accept one won't necessarily get everything - that being said, of course one would assume Council would go into negotiations when there is an issue, such as this, which adversely affects a community - that's its job.
John Klaphake				
Keith Flinders		Consider		The key to the success and convenience to users of interchanges is engagement with all interested parties, so having the interchange right at the entrance to a retail area has to be good for all.
Norbert Hausberg				Would have to read up on the issue. Though as before, if its a problem it should be addressed.
Paul Bruce	Support			Absolutely support significantly improved bus and train interchange facilities at Johnsonville. The present layout is totally inadequate, and support for the new bus contracts and routes is dependent on providing adequate interchange facilities. GWRC is in process of designing interchanges, and I will be looking at the detail very carefully and consulting with other experts to ensure that the it is high quality
Roger Blakeley	Support			In principle I support - for good governance, I need to see the financials before I commit.
Russell Tregonning		Consider		Once again, I need to know more. I have never heard of Stride Properties. Hopefully you can educate me.
Sam Somers				I currently oppose the new bus routes overall. I would be for a upgrade to Johnsonville Transport Hub, and would be keen to work with Stride Properties to ensure we get a sensible solution in the area. I personally would not be sure who would foot the bill for the hub and who would retain ownership of the hub, at the end of construction or if Stride Properties went into liquidation.
Sue Kedgley	Support			I strongly support this, and Council has agreed that upgrading the public transport interchange at Johnsonville is urgent and essential and must be done before the new bus routes are introduced in 2018.

4**What is your position on GWRC acting to mitigate any negative short or long term impact of the proposed Petone-to-Grenada road on the Horokiwi community?**

Chris Laidlaw	Support			GW has been active in supporting the least disruptive option for this road. GW's responsibilities here are restricted to ensuring there are minimal environmental effects.
Daran Ponter	Support			Absolutely support. The Grenada to Petone Route is required, but we must mitigate the negative impacts on local communities along the Route.
Ian McKinnon		Consider		The role of a Council is not necessarily to oppose development which may adversely affect some but it always has a role to mitigate negative impact on a community
John Klaphake				
Keith Flinders		Consider		I have yet to be briefed on all aspects of this proposal.
Norbert Hausberg				As I understand it is a proposal, nothing is cast in stone
Paul Bruce				I am worried about the impact of the Petone to Grenada road on the Horokiwi Community. Our council has already taken a strong position with respect to Tapu Road. I would like to hear more from local residents on the impact, as soon as possible.
Roger Blakeley		Consider		I need to see a robust economic analysis of the "short or long term negative impact" before I commit.
Russell Tregonning		Consider		Need to know more. In general, I oppose new motorway building because of environmental destruction and climate considerations. We need all-electric mass cheap & frequent public transport not more cars.
Sam Somers				I do not have a position here, I believe all the facts and options need to be put on the table. Including 5/6 Hutt Road between Ngauranga and Petone, Can the Haywards Hill also cope with some of the predicted traffic flows, plus with a stream running through the area, and causing SH2 to close with the floods, in 2015, would putting a road there effect the water way.
Sue Kedgley	Support			I do not support the Petone to Granada motorway and would certainly support a requirement to mitigate any negative impacts of this development on the Horokiwi community. However I would expect the NZTA to fund the mitigation works.

5**What is your position on the WCC introducing metered parking onto the streets of Johnsonville, Newlands and/or Tawa?**

Chris Laidlaw		Consider	This is a matter for WCC but I would be happy to support a clear community preference if there is one in discussion with WCC
Daran Ponter		Consider	The WCC and GWRC need to co-operate to provide adequate park and ride car parks for commuters. This will remove cars parked in places that should be available for local residents and people who want to shop locally.
Ian McKinnon		Consider	If WCC was considering this, I would expect a lengthy period of consultation whereby the business people could express their views (remembering fthere is free parking in Porirua) ... as indicated above there could be other ways prevent long term parking, <u>eg restriction through number of hours.</u>
John Klaphake			I'm not opposed to it, especially along the commercial centre of Johnsonville, Newlands and Tawa if currently these parking spaces are being abused by people parking for long periods and denying others the opportunity to park. Sometimes there is a <u>cost on using vehicles and that needs to be paid for.</u>
Keith Flinders		Oppose	
Norbert Hausberg			What is the opinion from the Johnsonville community. The pros and cons would have to be discussed
Paul Bruce		Oppose	I don't like the idea, and would instead pursue other measures which would reduce the need for parking, similar to my answer to your first questions
Roger Blakeley	Support		I support user pays where there is scarcity of parking space.
Russell Tregonning		Consider	I don't know the pro & cons. I hope you will teach me at the meeting. What I do know is that the need for On-street parking will be helped by improved public and active transport modes. Less private car transport is good for pollution, climate & health,
Sam Somers			I oppose adding meters to any area to revenue gather from parking, all this does it put people who don't want to pay for it like me, onto side residential street that would probably clog them up. Plus I believe it would cost more to administer than you would get from parking revenue. I am also oppose for this happening in other part of the city like Kilbirnie Hataitai Karori
Sue Kedgley		Consider	I would be happy to support this, providing is has community support and backing.

6

What is your position on investment in road and rail public transport into Wellington in response to the rapid expansion of housing development in the Northern suburbs?

Chris Laidlaw	Support			We are investing heavily already. What is needed is a clear development plan for the longer term in terms of transport infrastructure. There has been very little consultation by WCC in recent times with other partners in the regional land transport area when it comes to growth provisions.
Daran Ponter	Support			I support a balanced approach to transport planning in Wellington. That means: <ul style="list-style-type: none"> • Completing the Ngauranga to Airport spine (2nd Terrace Tunnel and 2nd Mt Victoria Tunnel) • Completing the Grenada to Petone road – reducing congestion on the Johnsonville - Ngauranga - Petone triangle. • Lower bus and train fares (to encourage more commuters onto public transport) • Investigating the potential for a new Railway Station at Rowells Road (formally with GWRC by the Churton Park Residents Association) • Building more park and ride facilities for trains and buses. \
Ian McKinnon	Support	Consider		They must go hand in hand ... if one is developing new housing areas, consideration must also be given to the infrastructure which includes transport (and access)
John Klaphake				There has to be both solid public transport options and roads. However we need to make it easy, even natural, for people to use public transport because it is both quick and convenient. Perhaps our transport and roading networks need to be designed that was right from the very start.
Keith Flinders	Support			
Norbert Hausberg	Support			And most important cheaper public transport. 50% reduction!
Paul Bruce	Support			I support transit orientated development rather the construction of new roads. Excellent high quality public transport can easily provide the capacity for new developments if in the vicinity of our trains. Further urban sprawl away from public transport corridors should be regarded as to costly for infrastructure requirements (public transport, three waters, emergency services)
Roger Blakeley	Support			Road and rail public transport is essential to support the rapid expansion of housing development in the Northern suburbs.
Russell Tregonni	Support			More cheap public transport is essential (see above0
Sam Somers				I would like to see an additional platform at Johnsonville Railway Station, with the option for it to convert into light rail to continue a journey into the suburbs, at a future. I would also like to see, options of a shuttle service which could transport passenger from locations like Churton Park to say stations like Takapu Road, so we don't necessarily stress the Johnsonville Line, which has a limited capacity at this point on train, while the Kapiti Line doesn't have the same restraints. I would also support 6 laning the Porirua to Johnsonville Motorway from the Gorge to the head of Transmission Gully, so we can operate Express Buses, what is meant to be a High Speed Motorway.
Sue Kedgley	Support			I support the building of a new station at Rowells Road, Churton Park, so that residents in these rapidly expanding areas have another public transport option. I support more frequent and higher capacity buses from Johnsonville and the northern suburbs, and more frequent train services, and more frequent connecting buses so that people can take public transport to the Johnsonville station. I support investment in park and ride facilities at Johnsonville, and consider this to be urgent. I would also support investigating the business case for light rail in Wellington, as this would mean that commuters from the northern suburbs could cross the Wellington railway station and board a light rail unit to take them to their next destination, whether it was downtown Wellington, the hospital or the airport.

7**What is your position on the WCC putting in peak hour bus lanes along Hutt Road in the next three years to improve public transport?**

Chris Laidlaw	Support			
Daran Ponter	Support			I agree with this proposal. I also support Park and Ride facilities, including at Ngaranga Station which is currently significantly underutilised.
Ian McKinnon		Consider		The Hutt Road is clogged in rush hours - yes, certainly must be considered but if taking out one lane for a rapid bus lane, what impact would this have on the other lanes or would the peak hour bus lane also include taxis, cars with 3 or more people
John Klaphake				If that will improve public transport then that's fine! But I do think we all need to be working on a total strategy. For example, how does this fit in with rail? Will having a dedicated bus lane during peak hours un-necessarily affect the flow of traffic and will it also act to encourage people to use public transport? Questions that need to be clearly addressed.
Keith Flinders		Consider		
Norbert Hausberg	Support			
Paul Bruce	Support			This is already required, and will keep pressuring WCC to complete as soon as possible
Roger Blakeley	Support			People should be incentivised to use buses, which are a much more efficient mode of transport than low occupancy private cars.
Russell Tregonni	Support			Yes-this will also encourage more public transport-my reasons for supporting this as above.
Sam Somers				I am principally for it. But not sure how practical it would be since WCC also wants to put a cycleway down the same stretch of road, and shift all the off road parking onto the road during off peak periods. The only part I can see a buslane working is to put in it the middle of the road, currently a medium strip, which would work for express buses or full buses, but would not work, when stopping into bus stops, along the route, plus for vehicles turning.
Sue Kedgley	Support			I support this.

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What is your position on the WCC adding MDRA zoning to central Newlands and central Tawa to require higher density housing? (This will increase infrastructure and public transport requirements.)

Chris Laidlaw		Consider	Subject to the carrying capacity of transport infrastructure.
Daran Ponter		Oppose	I would oppose until WCC can demonstrate that infrastructure will be in place to meet new housing demand, and that GWRC can cater for new public transport demand – integrated planning.
Ian McKinnon		Consider	If it is done, it must be done in conjunction with consideration and response to the broader impact, eg of infrastructure and public transport, and one would certainly expect such issues to be intensely questioned when before Councillors.
John Klaphake			I'm not opposed to it and can see some merit, but it is a difficult call in that you are dealing with an established community, with established boundaries etc. This is the type of thing that should ideally be established for new sub-divisions when you can really "go to town" with creating an integrated medium-density residential development
Keith Flinders		Consider	
Norbert Hausberg	Support		Yes and the public transport issues have to be addressed FIRST
Paul Bruce	Support		Absolutely support medium density housing close to transport hubs and existing shopping centres, as this will lessen the need for roading, and the cost of providing and maintaining services
Roger Blakeley	Support		I support intensification in public transport nodes, to encourage a compact city form and reduce urban sprawl.
Russell Tregonning		Consider	Our cities need to densify to reduce the need for more inaccessible peripheral green fields development with its sprawl and even bigger infrastructure needs. More dense cities favour less energy requirements, emit fewer green house gases, improve
Sam Somers			In the case of Tawa, we have for Railway Stations, which means it wouldn't be such a problem. In the case of Newlands, we currently don't have that infrastructure, that would support for public transport. I would support it in the future for Tawa, but wouldn't for Newlands at this current point in time. If infrastructure capacity changes in the future then I would be open to having my position changing
Sue Kedgley		Consider	I support medium density housing in principle, providing that the public transport and water infrastructure is upgraded before the development takes place.