

**Responses by Roger Blakeley, Sue Kedgley, Chris Laidlaw, Ian McKinnon & Daran Ponter to the 2016 Regional Council Wellington Constituency Candidate Survey**

<b>Q. 1.1</b>	<b>Do you agree that the effects of commuter parking on Johnsonville and Newlands streets are a severe negative for our living environments?</b>	
Roger Blakeley	Agree	
Sue Kedgley	Agree	Yes the effects are a severe negative and are undermining the liveability of these suburbs.
Chris Laidlaw	Agree	
Ian McKinnon	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
<b>Q. 1.2</b>	<b>What is your position on GWRC providing more Park&amp;Ride capacity in Johnsonville?</b>	
Roger Blakeley	Support	In principle I support - for good governance, I need to see the financials before I commit.
Sue Kedgley	Support	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.
Chris Laidlaw	Support	
Ian McKinnon	Support/ Consider	'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.
Daran Ponter	Support	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. 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)
<b>Q. 1.3</b>	<b>Newlands town centre now has a significant problem with commuters parking vehicles on streets while they take bus transport in the CBD. What is your position on provision of Park&amp;Ride facilities for bus commuters in Newlands?</b>	
Roger Blakeley	Support	In principle I support - for good governance, I need to see the financials before I commit.
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.
Chris Laidlaw	Consider	
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
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 Council
<b>Q. 1.4</b>		
<b>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?</b>		
Roger Blakeley	Support	In principle I support - for good governance, I need to see the financials before I commit.
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.
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
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.
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)
<b>Q. 1.5</b>		
<b>Do you support any other measures (apart from those in Q 1.5) to address the cause or mitigate the effects of the Park&amp;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.</b>		
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.
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.
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.
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?
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)
<b>Q. 1.6</b>	<b>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.</b>	
Roger Blakeley	N/A	
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.
Chris Laidlaw		I asked our staff to liaise 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.
Ian McKinnon	N/A	
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
<b>Q. 2.1</b>	<b>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</b>	
Roger Blakeley	N/A	

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
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
Ian McKinnon	N/A	
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.
<b>Q. 2.2</b>		
<b>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</b>		
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
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.
Chris Laidlaw	Support	I would happily support an analysis of the future infrastructure needs in the area in consultation with WCC
Ian McKinnon	Support/ Consider	I would certainly support mitigating the risk and would expect a management report early in the triennium for consideration
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.
<b>Q. 2.3</b>		
<b>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.</b>		
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
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.
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
Ian McKinnon	Consider	Of course I would consider but would want assurances on safety and security and the designated use of the water..
Daran Ponter	Support	I support this initiative.

<b>Q. 2.4</b>	<b>What is your position on the use of rainwater high-capacity roof-water storage for nonpotable 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</b>	
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
Sue Kedgley	Support	I strongly support domestic rainwater tanks for non-potable household use
Chris Laidlaw	Support	This could be considered as qualifying for a loan repayable through the rates, similar to GW's home insulation programme.
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
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 instalment
<b>Q. 3</b>	<b>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.</b>	
Roger Blakeley	Support	In principle I support - for good governance, I need to see the financials before I commit.
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.
Chris Laidlaw	Support	The bus interchange will be substantially revamped as part of the bus transformation programme. We have budgeted for this.
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.
Daran Ponter	Support	Yes, I support the GWRC working through options with Stride Properties for a proper bus interchange at Johnsonville.
<b>Q. 4</b>	<b>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?</b>	

Roger Blakeley	Consider	I need to see a robust economic analysis of the "short or long term negative impact" before I commit.
Sue Kedgley	Support	I do not support the Petone to Grenada 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.
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.
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
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
<b>Q. 5</b>		
<b>What is your position on the WCC introducing metered parking onto the streets of Johnsonville, Newlands and/or Tawa?</b>		
Roger Blakeley	Support	I support user pays where there is scarcity of parking space.
Sue Kedgley	Consider	I would be happy to support this, providing it has community support and backing.
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
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 there is free parking in Porirua) ... as indicated above there could be other ways prevent long term parking, eg restriction through number of hours
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
<b>Q. 6</b>		
<b>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?</b>		
Roger Blakeley	Support	Road and rail public transport is essential to support the rapid expansion of housing development in the Northern suburbs.
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
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
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)
Daran Ponter	Support	I support a balanced approach to transport planning in Wellington. That means: <ul style="list-style-type: none"> <li>• Completing the Ngauranga to Airport spine (2nd Terrace Tunnel and 2nd Mt Victoria Tunnel)</li> <li>• Completing the Grenada to Petone road – reducing congestion on the Johnsonville - Ngauranga - Petone triangle.</li> <li>• Lower bus and train fares (to encourage more commuters onto public transport)</li> <li>• Investigating the potential for a new Railway Station at Rowells Road (formally with GWRC by the Churton Park Residents Association)</li> <li>• Building more park and ride facilities for trains and buses.</li> </ul>
<b>Q. 7</b>	<b>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?</b>	
Roger Blakeley	Support	People should be incentivised to use buses, which are a much more efficient mode of transport than low occupancy private cars.
Sue Kedgley	Support	I support this.
Chris Laidlaw	Support	
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
Daran Ponter	Support	I agree with this proposal. I also support Park and Ride facilities, including at Ngauranga Station which is currently significantly underutilised.
<b>Q. 7</b>	<b>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.)</b>	
Roger Blakeley	Support	I support intensification in public transport nodes, to encourage a compact city form and reduce urban sprawl.

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.
Chris Laidlaw	Consider	Subject to the carrying capacity of transport infrastructure.
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.
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

Survey conducted on 5th September 2016 by the Johnsonville Community Association