



Submission from Living Streets Aotearoa on Miramar 24-hour parking limit proposal

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Submission

Thank you for the opportunity to submit on this proposal.

We found the proposal sketchy in terms of what the problem is, analysis of how it is to be addressed, details of the proposal and other options for resolution, and the consequences of implementing the specific proposal.

1. What is the problem?

According to the proposal outlined at <http://wellington.govt.nz/your-council/news/2017/02/24-hour-parking-limit-proposed-for-miramar-south-streets>, “part of the problem in the area is caused by air travelers [sic] using some streets near the Airport as an unofficial long-stay car park”, and “Other businesses operate in the area and - it’s well-known that a lot more people are working in Miramar these days. It’s a popular place. The general growth in vehicle ownership is also causing local people to compete more vigorously for on-street parking.” The same item also refers to barriers on grass berms, so presumably that is a related issue.

So the problem appears to be too many vehicles parked for too long in the affected area, at least some of them parking on berms.

2. What analysis is there of the problem?

Judging by the outline of the proposal, none. There is no indication of how important the three different types of parking identified are: long-term airport parking, other business parking and residents’ parking are, or of their different characteristics and the controls or incentives that would address that part of the problem. For instance:

a) Long-term airport parkers will leave their vehicles in the same place for some time, but they have other options. They could use the airport's parking, or use a taxi, or use public transport, so their use of this area for parking is optional and has a number of substitutes readily available.

b) Business parkers can be divided into three categories:

- i) Workers at the business
- ii) Visitors to the business
- iii) The business's own vehicles.

Vehicles in the first category will tend to be parked for the same period of time each day, and the parkers will most likely have other options of getting to work; those in the second category will most likely be short stay; and in the third category the vehicles may well be parked in the same place for some time. The cost of this parking is a direct business cost, and should be borne by the business concerned.

c) Residential parking will be predominantly overnight, also during the day. In this respect, a significant factor is that most (if not all) residents in the area have at least some provision for off-street parking.

It is notable that short-stay airport (or other) parking is not mentioned in the proposal, so it seems not to be an issue.

There is no analysis of the berm issue.

3. What precisely is the proposal?

The document says "we're proposing a 24-hour maximum stay for any vehicle parked on any street inside the zone", but what precisely does that mean? At the end of 24 hours, does that require a vehicle to be moved out of the area, or can it stay within the area? If it has to leave the area, what period has to elapse before it can again be parked?

4. What other options are there?

The document mentions "alternatives such as coupon parking, resident parking, shorter or longer time limits", but gives no reasons why these options are not being proposed, and mentions no options that could address the transport issues in other ways. It also assumes that one solution will fit all, whereas the brief discussion above makes this appear highly unlikely – a classic case of addressing the symptoms rather than the causes.

For instance, making other options more attractive for airport users could include easier parking onsite (though given the high occupancy of and high return on the current airport parking that appears unlikely), or improving public transport by such means as making it cheaper (the Airport Flyer adult CBD fare premium of 80% cash, 96% Snapper is significant); bus parking directly outside the terminal [instead of its cold windy position]; faster (the journey through the CBD is particularly slow), or more convenient (the absence of through ticketing is a disincentive, and 20 minutes is a long time to wait in a less-than- perfect environment that can be reached only by passing a multitude of taxi drivers).

The same should apply to ordinary buses as an alternative for all three kinds of parking, but in fact GWRC's proposed new bus network proposals generally offer little (if any) improvement over the present situation (with some major reductions and fewer destinations served directly), and will make the remaining services less reliable (details in Appendix A). A better pedestrian link from the local bus to the airport would help.

As the document notes, there are also other parking options available that are in current use around the city, rather than creating a totally new system. For instance, a residents' parking zone would address parking in the first two categories above (and it is rumoured that the airport has offered to finance such a scheme), and combined with coupon parking would address all parking that is longer than two hours – both systems are tried and tested.

In the case of berms it is illegal under the bylaws to park on them anyway, so this is just a matter of existing bylaws being enforced. Where is the proposal to send parking wardens to this area regularly?

Living Streets supports the proposal to create vehicle barriers along the berms using vegetation and creating space for the community to use. This is an opportunity for a play space to be created with some careful design.

5. What are the possible consequences of implementing the proposal?

- a) An opportunity to look at transport as a whole rather than treating parking as an isolated issue will have been missed.
- b) The use of private cars by residents will be encouraged, since if they have to move cars every 24 hours they might as well use them for a purpose for which they would otherwise have considered another mode;
- c) Vehicles may be ticketed (or not) incorrectly, since it is hard to see how without continuous monitoring an enforcement officer will know whether a vehicle has moved or not in the previous 24 hours (e.g. a vehicle in the same place as it was 24 hours earlier may have moved in the meantime);
- d) Any spaces created by the removal of long-term parking may be filled by day parkers;

We would like be happy to participate in further development of this proposal.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities

- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz

Appendix A

Changes in bus provision in the area proposed in GWRC's New Bus Network
[\(http://www.gw.govt.nz/miramar-2/\)](http://www.gw.govt.nz/miramar-2/)

Street		Present off-peak frequency, per hour and route no	Proposed off-peak frequency, per hour*
Caledonia St	Mon-Fri	4 (route 2) to CBD via Hataitai; 4 (11) to CBD via Newtown; 2 (18) to Karori via Kelburn	0
	Sat	4 (2) to CBD via Hataitai; 4 (11) to CBD via Newtown	0
	Sun	3 (2) to CBD via Hataitai; 2 (11) to CBD via Newtown	0
Hobart St (south) & Broadway	Mon-Fri	4 (11) to CBD via Newtown	5 to Karori via Hataitai and CBD
	Sat	4 (11) to CBD via Newtown	4 to Karori via Hataitai and CBD
	Sun	2 (11) to CBD via Newtown	4 to Karori via Hataitai and CBD