

Living Streets Aotearoa



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Johnsonville
Wellington 6037
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Parking Policy Submission
Freepost 2199
Wellington

Submission on the Draft Parking Policy April 2007

Thank you for the opportunity to provide a submission on this draft plan.

Please find attached the submission from Living Streets Wellington.

We wish to make an oral submission to Councillors on Thursday 2 August 2007. Please therefore contact me at the above address to confirm a suitable time.

Yours sincerely

Kim Keene
For Living Streets Wellington

Introduction

Living Streets Wellington is a branch of Living Streets Aotearoa, Inc. Formed in 2002, it is an advocacy group with a vision of “More people choosing to walk more often and enjoying public places – young and old, fast and slow, walking, sitting and standing, commuting, shopping, between appointments, for exercise, for leisure and for pleasure.”

The objectives of Living Streets Aotearoa are as following:

- 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
- To advocate for greater representation of walker and pedestrian concerns in urban and regional land use, urban design and transport planning and, as appropriate, at national level
- To education national, regional and local authorities, drivers, pedestrians and others on the benefits of walking, in order to improve road safety for pedestrians
- To foster consideration for people with special mobility needs

This submission emphasises the importance of walking as transport and recreation, as well as improving access and conditions to create pedestrian-friendly environments.

Proposed Policies

Living Streets Wellington is pleased to see the Council recognises the need for vehicle parking spaces often conflicts with the need for greater space for pedestrians, cyclists and people with special mobility needs, particularly in the city. We also support many suggested strategies, including:

Urban Development and Transport

- Council recognise that commuter parking should include park and walk facilities
- Priority walking routes to and within the city
- Developing programmes to improve pedestrian security
- Priority of road space for pedestrians
- Encouragement of alternative transport modes to public transport, walking and cycling

Developing Location-Specific Policies

- Walking and Cycling are integral uses of the public street space
- Space must be also allocated for mobility parking, particularly in the city
- Wider footpaths where justified for pedestrian demand

Parking Policies for Central Area

- The Golden Mile will be a corridor for public transport, walking and cycling
- Special needs parking will be given priority in accessible locations close to key destinations

However, we have several areas of specific concern, as follows:

Developing Location Specific Policies

6.1.1 Central Area On-Street and

6.3.1 Suburban Centres and Residential Areas- On-Street

Council have indicated that special needs parking will be given priority. However existing parks for people with Mobility Cards are also being used by drivers without Cards.

In addition, there seems little point in providing wider footpaths when drivers continue to park on existing footpaths in both the city and suburbs.

Currently we understand that Council Parking Wardens are not actively patrolling either the city or residential areas to enforce current parking regulations. Parkwise staff only responds to specific cases when contacted and usually arrive too late to ticket offenders.

For example, an emailed reply from Council to an email sent by a Living Streets member regarding an ongoing problem of drivers parking illegally every Saturday in Johnsonville stated:

The enforcement applied to illegal parked cars is as follows:

- *Enforcement officers issue them with tickets*
- *Towing*

We can only organise for a Parking Officer to go on site if the vehicle is still parked illegally at the time of your complaint

Living Streets would like an assurance from Council that a greater priority is given to education and enforcement to those drivers who break the law by parking in Mobility parks without permission and those drivers who park on footpaths. Both infringements have the potential to harm members of our society who are particularly vulnerable i.e. people with special needs, the elderly and children.

Regarding the problem of vehicles on footpaths, Living Streets were pleased to see recent advertisements in the Dominion Post reminding readers that this is illegal. Other suggestions we have to combat this problem are:

- Honorary Parking Wardens could be accredited by Council
- A text system so details and location of vehicles on footpaths are sent direct to Parkwise
- Provision for loading and service vehicles
- Bollards and street trees can be an attractive solution to keep vehicles off footpaths

6.3.3. Suburban Centres and Residential Areas – Off-Street

Council have indicated that the urban design quality of parking buildings will need to be improved.

As more people live in denser areas, small scale parking buildings could be a substitute for parking on sections, encroachments or a row of garages reducing streetscape. Park and Ride options at stations could also be better served by parking buildings rather than huge expanses of asphalt.

Summary

Living Streets Wellington supports many proposals within the Draft Parking Plan.

However we would like to emphasise the importance of careful planning to prioritise walking and cycling as essential contributing transport options and recreational activities.

We also wish to emphasise the needs of people with mobility difficulties must be included in any future parking planning in all areas of Wellington.

Thank you for considering this submission. Please do not hesitate to contact us for any further information or questions regarding our submission.

Living Streets Wellington