

# Living Streets Aotearoa



## Submission from Living Streets Wellington

### on Resident and Coupon Parking Schemes

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#### 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.

**Wellington** is the local walking action group based in this area which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: [www.livingstreets.org.nz](http://www.livingstreets.org.nz)

## **Submission**

We support Councils resolve to address parking issues as they are of major concern to pedestrians. Parking is a key element in the total transport system and should be reviewed as such. We support the use of coupon parking to limit growth of commuter traffic and encourage public transport, walking and cycling.

Council should continue with the trial of car-share arrangements to reduce perceived needs for individual car ownership and therefore parking.

Pedestrians want a safe and pleasant part of the public roadway to walk along free from vehicles, i.e the footpath. This means that all vehicles should either be parked legally on the road or completely off the footpath as provided in existing legislation.

Resident parking on private land should be able to accommodate the entire vehicle which should be a condition of creating off street parking.

Parking on roadways should not interfere with public transport and if it does should be removed, i.e. Pirie Street near bus tunnel should only allow parking on one side of road.

We support Councils intention to address some of the fundamental principals of use of public space and it is essential to articulate the philosophy underlying parking allocations. We support limiting the number of resident parks available per household.

### **Costs**

If the purpose of controlling parking in these areas is to limit demand from car owners then costs should reflect these factors:

- coupon parking costs should be more expensive than public transport fares
- coupon parking costs should be comparable to parking in town. The current \$5 day is much cheaper.
- resident parking coupons should be restricted to one per household at a nominal cost.

We would like to make an oral submission on this scheme.