

# Living Streets Aotearoa



## Submission from Living Streets Aotearoa to Wellington City Council on Smarter ways to manage city parking 2019

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Date: **30 August 2019**

### Submission

Living Streets Aotearoa thanks the Council for this opportunity to contribute to the development of a new Parking Policy.

Living Streets Aotearoa supports the wider vision of Wellington City in the Planning for Growth strategy to be a compact, green, resilient, vibrant and prosperous city with minimal carbon footprint and with fewer cars and better walking facilities.

Good parking management is essential to keep our main public spaces, which are roads and footpaths, pleasant liveable spaces. Better parking management is required to meet our climate change objectives.

We note that the data for walking in Wellington based on the cordon count is incorrect. We understand the 2018 figure only covered 4 days of data instead of the usual 5. This means the figure for walking will likely be more as it has been in previous years at 11,000 across the daily cordon count. Can this please be corrected.

We strongly recommend that information on walking and cycling is not conflated. There are many more people walking into the centre than motorbiking for instance, or the 304 using 'other' means, which are considered on their own. Conflating the two ignores the increasing amount of space required for bicycle parking, as cycling rates increase (which is desirable). The approach has been to park bikes on the footpath which is not desirable, and currently to also park escooters. Data on use of footpaths for parking is required to gain a comprehensive picture of parking issues in Wellington. The number of tickets for parking on footpaths should also be included.

In October 2018 we submitted some ideas for improved parking in Wellington and these are summarised and added to below. These proposals will encourage more walking, give priority to pedestrians as required by the sustainable transport hierarchy (adopted by WCC), allow greater accessibility for all pedestrians, support resilience by supporting a good walking network, be consistent with transport regulations, and make our footpaths better places to be.

### **Vehicles parking on footpaths**

- Enforce the no parking on footpaths law consistently across the city
- Remove the 1 metre discretion policy for enforcement – always ticket if there is a complaint or a parking warden sees this. Make enforcement easier and consistent.
- Zero tolerance for parking on footpaths across the whole city not just in the central area.
- If there are issues with insufficient space in a street, that issue goes on the planning list of things to find a solution for (rather than tolerate footpath parking by default)
- All cycle and scooter parking is on-road (not on footpaths)
- Motorbikes and motor scooters must be parked on the road across the whole city
- Council must ensure that WCC and contractor vehicles etc are parked on-road and there needs to be a process in place to ensure this happens.

### **Vehicles parking across pedestrian access points**

- parking is prohibited across pedestrian accesses that open directly onto the carriageway rather than on to a footpath (e.g. on the south side of Bowen St on the walkway leading down from near the Kinross St entrance to the Botanic Garden; Newport Terrace at Sinclair St and Exeter St; and others on the non-footpath side of streets such as Harold St to Raroa Rd and Chaytor St).

### **Vehicle accessways (driveways) and on-site parking**

- Should follow a consistent standard design using minimal space requirements across the footpath
- Off-road parking must ensure vehicles fit entirely on-site and don't hang over the footpath
- Encourage people to reverse into their driveways if they cannot turn around, so they can more safely drive out of them
- Vehicle accessways should be limited to a maximum number per section of road, eg 3 over 100 metres, so that footpaths are safer.
- Accessways should have tight turning radii across footpaths and other design features to reduce speed
- All accessways that serve more than two residences should be required to have a stop sign before the footpath to educate drivers about the road rules
- District Plan rules about visibility from driveways must be followed (eg fences must be lower near the footpath)

### **Clearly mark footpaths**

So that it is clear parking and cycling are not permitted. Shared paths need to be clearly marked also (as required by regulation) so that both walking and cycling symbols indicate use.

Remove **anomaly parking** (eg Willis St, Adelaide Rd, Tory St, Vivian St, Kent Tce, Molesworth St) where there is a weird bit of private land that looks like footpath and is used for parking, proper vehicle accessways are constructed for these anomalies.

### **Clearly mark bus stops**

- all bus stops are marked with bus boxes
- removing parking spaces (including loading zones etc) that restrict the ability of buses to pull fully into bus stops, i.e. parking around bus stops conforms with <https://www.nzta.govt.nz/assets/consultation/guidelines-for-public-transport-infrastructure/docs/guidelines-pt-infrastructure-draft.pdf> "Associated bus stop related parking restrictions are introduced to provide sufficient space to allow a bus to pull into the bus box and out again" (p11) as illustrated in Figs. 1-3 (pp18-19).

### **Innovations**

- **reduce on-road parking** by 3% per year in CBD to encourage alternate travel and repurpose valuable land (we understand this is an approach taken in Copenhagen). This should be extended into suburban areas as well.

- Water sensitive urban design is critical for managing stormwater in Wellington. Consideration should be given to use of car park space for WSUD so that this valuable space is multipurposed with the ability for cars to park either over or alongside water gardens. This will also have the desirable effect of slowing vehicles down.

#### **Revise on-road parking provisions**

- Improve **resident-only** paid parking to cover more areas with a coupon parking option
- increase accessibility parks to be widely spread throughout the city and wherever they are needed
- increase on-road bicycle and motorbike parking
- increase provision of loading zones to ensure legal parks
- make an ability for **trades people/** and others to book any parking space on-road for particular time periods. This would allow non-vehicle owning households equitable access to on-road space.
- Tradies could have a special parking coupon to use anywhere
- Move coupon parking facilities further out from the CBD, encouraging walking and bus use (e.g. Palliser Rd coupon parkers block bus access, Oriental Bay take up valuable space)

#### **District Plan controls for parking and accessways**

- Ensure the current District Plan rules are being implemented
- Pedestrian priority is maintained along continuous footpath as a standard in the plan
- Subdivisions are all required to have footpath on two sides with suitable crossing places, and green parklets with seating
- More stormwater sensitive design areas should be included in car parking areas
- Mountable kerbs are banned in new subdivisions, and in existing suburbs are replaced by standard kerbs.

#### **Parking wardens**

- Widen the role of wardens to include managing public space rules – footpath management plan, trading in public space policy, café furniture, sandwich boards etc.
- Advocate for wardens to have moving-vehicle on footpath enforcement (eg stop, warn and photograph people cycling on footpaths).

#### **Parking streets** are made as no-vehicle exit streets / cul de sacs

- To prevent circulating vehicles from causing congestion as occurs at lower Cuba St, Blair and Allen Sts, Lambton Quay side streets, etc
- Clear pedestrian priority is created across parking streets and accessways i.e. the footpath is continuous along the eastern side of Lambton Quay

#### **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](http://www.livingstreets.org.nz)