

Submission on Parking Policy 2020 Statement of Proposal

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This submission is on behalf of: **Creswick Valley Residents' Association**

We would like to make an oral submission to the Committee considering the proposal.

CVRA represents the residents of, primarily, Northland, extending north to Wilton and along both sides of the Kaiwharawhara Stream valley beside Curtis Street. This area, as a city fringe suburb, has a number parking issues. It is noticeable that they have become more evident in the last couple of years. These issues include:

- An increase in week day parking by commuters, who either walk to the city or catch buses in the area centred around the Northland and Karori tunnels. Streets particularly affected are Northland Road, Northland Tunnel Road and the southern part of Curtis Street. This has been particularly noticeable since the changes to the bus network were introduced.
- Some narrow winding roads that have many houses with no off-street parking – resulting in them being reduced to single lane. It is already a problem in some streets in Northland for collection or delivery trucks or large vans to transit, and there is a persistent concern that an emergency vehicle could be impeded.
- High demand/short turnover for parking at Northland Village, which is also a key bus route and where the bus stop is in the centre of the Village. Northland has 5+ food takeaway outlets and high demand times are particularly Friday and Saturday evenings, for direct users as well as delivery cars (given the increase in meal delivery usage).

Garden Road is a particular example where a number of these issues coalesce. It is narrow and winding, with little off-street parking, high parking demand for tenanted properties, and is used in the evening as a "short-cut home" particularly by those trying to avoid the tailback at Glenmore/Kelburn Viaduct. About three years ago CVRA representatives walked the road, accompanied by Councillors and Council Officers, pointing out pinch points where no-parking lines were required. Only some of those were implemented, and we now have cars parking on corners where there are no dotted lines, forcing ascending vehicles into the oncoming lane at blind corners. It will need further intervention, but should have been done all together at the time.

We agree broadly with the priority city fringe areas and we agree broadly with the objectives of the proposed Policy. The submission is made under the respective headings within the Statement of Proposal.

Submission

4.4 Proposed area-based approach

1. CVRA welcomes an integrated approach (area-based plan) for the management of parking, as it has already had need to engage with Council officers around issues of unsafe or illegal parking on Northland streets. The commitment to development of area-based plans in

discussion with local communities is strongly supported, as this will offer the Council both local knowledge of issues and greater local buy-in of the solution.

CVRA would be concerned if the timing for developing and implementing each area-based plan was wholly reactionary, however, as any piece-meal roll-out of enhanced parking management will generate a bow-wave of new parking problems in adjacent areas. Northland already has experience of such spill-over from more restrictive parking nearer to the city centre. Therefore, the plan needs to look at the whole area – considering parking and speed limits, as these are often connected.

4.5.2 Proposed parking management tools for key transport routes

2. While CVRA supports a parking management approach that ensures that on-street parking does not impede vehicle movement on key transport routes, care is needed to avoid displacing on-street parking from wider corridors onto narrower residential streets, to generate conflict with residents and impede vehicle movement there. An example is the increase in commuter parking on Curtis Street, and the roads on the Karori-side of Northland tunnel. This impedes the buses and reduces visibility for other road users making negotiation of already challenging intersections more difficult. CVRA could not support an approach that treated the parking space hierarchy simply as a cascade, clearing key transport routes and choking the side streets; any area-based plan must assess the impact on the wider network and seek to avoid creating a parking issue where it does not yet exist.

4.5.3 Proposed parking management tools for the central city

Although it is not a Northland specific problem, proposed parking management tools for the central city will directly affect Northland residents seeking to shop, meet or attend functions in the city centre, or just to clear their post office box. We make the following general points.

3. CVRA supports any approach to management of demand for parking in the central city that would be agile to respond both in price and parking restrictions to enable people to access parking when and where it is needed. It is uncertain that the metrics and interventions being proposed deliver that agility. There are profound distinctions between occupancy, turnover and duration that are insufficiently distinguished in considering the parking management issues for existing pay-by-space parking for four-wheeled vehicles.

4. High occupancy with high turnover and short duration would be meeting the need of a large number of people to access parking when and where it is needed; high occupancy with low turnover and long duration would be meeting the need of a relatively smaller number of people to access parking. High occupancy is, therefore, a less critical metric than turnover and duration of stay. For much of the existing pay-by-space parking for four-wheeled vehicles in the central city, the duration of stay is already restricted to two hours, ensuring that any proposed parking management tool based on introducing exponential pricing after the first three hours would be generally irrelevant.

5. If the object is to meet the parking needs of the largest number of people while encouraging a shift to active modes or public transport, parking management should seek high occupancy with high turnover and short duration. To achieve this, exponential pricing would be an effective tool only if applied from the outset of parking, and from a relatively cheaper rate for the first tranche rising on an increasing scale for each subsequent tranche.

4.5.4 Proposed parking management tools for suburban centres

6. CVRA supports improved management of parking within suburban centres but considers that, particularly in the case of Northland, proposed parking management tools should be developed as an integral component of an area-based plan.

7. For Creswick/Northland Village, which is an active local retail destination and important community hub for services, active mode routes to and from the central city and public transport connections, demand for parking is high at specific times (usually lunch time and early evenings), but turnover is high and duration of occupancy is low. The principal parking management issue is non-compliance in the form of double-parking or parking on footpaths or across entrances. Time limit restrictions and active enforcement are likely to remain the appropriate management tools.

4.5.5 Proposed parking management tools for city fringe and inner-city suburbs

8. CVRA has a direct and immediate interest in proposed parking management tools for city fringe and inner-city suburbs. The parking policy proposes a two-stage approach, with changes based on the severity of the parking situation, where the initial response is to manage demand by making changes to any existing residents' parking scheme or coupon parking scheme. Residents' parking schemes prioritise residents to park on the street, and generally result in high occupancy, low turnover and long duration parking behaviour. Coupon parking schemes allow commuters to park close to the city relatively cheaply and are inherently incompatible with the proposed new Transport Strategy 2020–2050, currently in development, which aims to move more people with fewer vehicles by prioritising walking, cycling and public transport over other forms of transport.

9. The initial response of the proposed parking policy would involve reducing or removing coupon parking in zones where it conflicts with residents and applying the parking space hierarchy priorities for the city fringe to reallocate the parking spaces for active transport and low carbon vehicles. CVRA supports the removal of commuter/coupon parking schemes in this situation, but submits that residents need must also be considered in any reallocation of parking space, as set out in the hierarchy.

11. The parking policy proposes, as its second-stage response, a new scheme based on a short stay (P120) approach with "resident exempt" permits for eligible residents to enable short-stay visits for tradespeople and visitors while discouraging commuter parking in conflict with residents. While we consider that there are a few streets in Northland that may require a residents parking scheme of some level, we are concerned that this scheme would be administratively complex.. Although CVRA supports priority being given to mobility permit holders and electric vehicles without off-street parking, the remaining criteria are very open to debate and likely to be very difficult to reconcile by a Council officer, who will be faced with making decisions that prioritise one applicant over another, and all of whom will be seeking an exemption

12. We would also note that the proposed scheme may need modification to provide reasonable access for tradespeople - more than the proposed maximum stay of two hours/ set number of one-day coupons per annum. This is unrealistic for any household undertaking anything other than minor maintenance. Any bathroom or kitchen renovation, for example, is likely to involve several vehicles for several days .

CVRA submits **any sort of residents parking scheme needs to be developed within the area management scheme, and that effective design and more effective use of the already available parking management tools should ameliorate much of the conflict between users.**