

Nelson City Council

Draft parking strategy

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Submitter details

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu o Te Waka a Maui. NMH appreciates the opportunity to comment from a public health perspective on a draft parking strategy.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH, particularly in relation to the promotion of active transport, accessibility and pedestrian safety.

General Comments

4. How will we make decisions about parking?

NMH supports the Objectives of the Strategy that state that the objectives for managing parking

- a) Support mode shift
- b) Support a people-focused City
- c) Support inclusive access
- d) Support economic development
- e) Support a safe and efficient transport network
- f) Is valued and managed efficiently –

These objectives support mode shift to active and public transport modes along with providing additional street space which will mean that streets are safer and town centres will become more appealing. One of the best ways for the Council to meet these objectives is to prioritise investment into alternative modes of transport such as active transport (walking, cycling and public transport) and carpooling. Investment in alternative modes will lead to fewer people driving and thereby result in a reduction in demand for carparks in Nelson. As stated in previous submissions, there are numerous benefits in promoting active transport including economic activity stimulation, reduction of congestion and emissions, safety improvements, and better health outcomes¹. The new Strategy also recognises that the provision of parking comes with cost (including an

¹ Ministry of Transport (2008) Raising the Profile of Walking and Cycling in New Zealand. Retrieved from <http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf> on 3 January 2018.

environmental cost) and the road users who benefit from parking contribute to cost of parking provision just as public transport users pay for their ticket cost.

5. *Section: Why do we need to change how parking is managed:*

NMH supports the Council's intention to invest in an improved sustainable transport system that supports mode shift and delivers a low carbon transport network for the future.

6. *Section: But making changes won't be easy:*

NMH would like to congratulate the Council for clearly setting out the rationale for the proposed changes and the issues and challenges that the Council and its community face in regards to parking. This helps people have a common frame of reference when discussing potentially contentious issues.

7.1.2 *Balancing parking demands:*

NMH agrees with the approach the Council have taken in regards to its Parking Hierarchy for Commercial areas, with Bus facilities, mobility parking, loading zones, rapid transactions, EV charging bays, motorcycle, and scooter parking given the highest priority. In addition we support the approach taken for the Parking Hierarchy in Residential Areas with Bus Stops, Mobility parking and Rapid Transactions being given the highest priority. NMH notes that Cycle parking has not been included here. Cycle parking is often overlooked in residential areas but just as Rapid Transactions P10 parks are needed so is cycle parking. The provision of cycling infrastructure enables cyclists to have easier journeys and supports mode shift.

Recommendation: An additional row is added to Table 2 High Priority for Bicycle parking.

7.2 *Measuring progress and triggers for change:*

NMH supports the key parking indicators listed in 7.2. It would also be useful to monitor the use of cycle parks, this data can be used to assess whether there is sufficient number of bike parks and what will need to be improved over time.

Recommendation: that cycle parking is also monitored

7.2.1 *Reserved Parking:*

NMH understands the rationale for reserved parking spaces to have different uses at different times of the day. It is critically important that should this approach be used that there is sufficient signage available so people can clearly understand the expectations for the space.

7.2.3.1 Time Restrict Parking:

NMH supports the intention to phase out P2 and P5 parking restrictions and replace them with P10 as this enables elderly people and people with young children more time.

7.2.3.2 Paid Parking:

NMH agrees there is with the rationale for paid parking within certain areas of the City and notes that consideration is being given to determining whether parking tools should be implemented around Nelson Hospital in the future. However we do not agree that paid parking should be implemented around the hospital precinct at the current time given the additional pressures that will place on the on-campus parking.

The redevelopment of the Hospital is being planned as a staged approach over a number of years. As such, the parking around the hospital site itself will be significantly disrupted as construction occurs.

We expect that the hospital site will have a significant increase in demand for car parks as we continue to experience a population growth, staffing increases to support that growth in conjunction with the demand by the various contractors who will need to access our site.

Representatives from NMH have engaged in preliminary discussions with Council and note that the top part of the Broads playing field will be converted to car parking that will allow an increase in the total number of car parks available on/around the campus and meet some of the demand for growth in car park numbers as the construction phase progresses. We note that this is subject to the approval of a consent that is being developed at the time of writing.

Future plans for car parking on the campus at a later stage of the redevelopment are underway which may include the completion of a multi-story car park facility. This work will be led by the Health Infrastructure Investment Unit within Health New Zealand. Until such time that the further plans for the campus redevelopment are completed NMH does not agree that paid parking is introduced around the hospital precinct.

Recommendation: that Nelson City Council work with Health New Zealand on a Parking Management Plan as the continued planning for Project Whakatupuranga (the Nelson Hospital campus redevelopment) occurs over the next few years.

7.2.8. Technology:

NMH supports the investigation into integrating the public transport Smartcard system with the Pay by Plate Parking systems as this would make it easier to use the different transport options in Nelson. NMH also supports electronic permits, enforcement technology and digital parking communication systems as these would make the parking management system more efficient for users and the Council.

8.0 Implementation of Key Actions:

NMH supports all the key actions outlined in Table 6. NMH notes that the Timeframes for Short, Medium, and Long Terms are not defined in the Strategy. It would be useful for the readers to have these articulated in the Implementation section.

Appendix – Mobility Parking:

NMH supports the wording in relation to Mobility parking. NMH notes that wording that “Mobility parking spaces are best provided as angled parking bays”; and whilst this is true most of the time, consideration also needs to be given to the width of road to ensure that the parks can be used safely to unload wheelchairs. If this is not possible, then parallel parking spot is still preferred rather than no parking being provided. It is also worthy to note that some people may also have a preference for a parallel park over an angle park so a range options should be available.

Nelson City Draft Parking Management Plan

NMH supports the recommendations made for the Draft Central City Parking Management Plan. We strongly support the following recommendations

- *Recommendation 2:* Establish position of no net gain of public parking in Central City. NMH supports a no net gain of public parking as this will help consolidate other measures to promote active and public transport in Nelson
- *Recommendation 9 & 10:* Investigate opportunities to establish car share and micro-mobility schemes as this provides alternative mode of transport for people
- *Recommendation 11:* Collaborate with NMIT to provide travel demand management support. NMH would also be interested in discussions regarding public transport concessions.
- *Recommendation 12:* Review provision of mobility and bicycle parking. NMH commends the Council for its installation of two large cycle parking bays in the city, and recommends that city cycle parking is reviewed on an ongoing basis.

Whilst car-parking is an integral part of any development, cycle parking should be seen in the same way. Providing both cycle and car parking provides greater transport choice for people. NZTA stated in its "*Benefits of investing in cycling in New Zealand communities*" report that more cycling means reduced costs for Councils.² The installation of more cycle parks that are highly visible, easily accessible and part of good quality infrastructure will encourage more people to cycle thus promoting a modal shift and improve physical health outcomes. Amending the District Plan requirements by increasing the minimum number of cycle parks should be considered.

- *Recommendation 21*: Investigate opportunities to redevelop Central City parking squares as this aligns with the design principles within the Central City Spatial Plan to grow the resident population in the city centre close to essential services.

Tahunanui Draft Parking Management Plan

NMH supports the introduction of mobility parking bays (Recommendation 1) on Beach Road. NMH would like to highlight that the current pedestrian environment around Tahunanui is not optimal and this has been identified as part of the Nelson Future Access Study. It can be very difficult for pedestrians to easily cross the road at the Tahunanui Shops or at the pedestrian refuge. Further work needs to be done to enable an easier passage for pedestrians especially if there will be more mobility parking bays on Beach Road.

NMH notes that *Recommendation 9 (Create pedestrian connections through Town Centre)* will not occur until Years 3-5. Whilst much of the work must align with the Nelson Future Access Study, this Recommendation doesn't align with *Recommendation 1* (additional mobility bays) , therefore NMH asks the Council to consider what infrastructure improvement can be made to enhance pedestrian facilities in the interim.

The Tahunanui Parking Management Strategy does not make mention of cycle parking. Tahunanui town centre does not have many cycle parks and NMH recommends that further cycle parks are installed in the area.

Stoke Draft Parking Management Plan

² <https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/benefits-of-investing-in-cycling/cyclelife-benefits-booklet.pdf>

Recommendation 5: Replace Angle Parking with Parallel Parking on Putaitai Street. NMH support this recommendation as angle parking can be dangerous for cyclists. The installation of parallel parking makes the street safer for more vulnerable road users. NMH also recommends that communication channels are used to promote the use of the “Dutch Reach” where drivers are encouraged to use their far hand to open a car door which means people need to turn to open the door and gives more visibility.³ This is important if more parallel parks are to be installed.

Recommendation 6: NMH supports the installation of more mobility parking bays on Putaitai Street.

Further Comments

In addition the following infrastructure improvements would also support the Parking Strategy

- a. Improve kerb transitions and the surface conditions of footpaths near town centres to encourage people to walk and reduce the risk of falls
- b. Improve crossings points for pedestrians
- c. Improve connections and signage between town centres and local cycleways
- d. Further investment in cycleways

‘Age-friendly’ parking spaces (similar to parent and baby spaces) could also be installed. Normal parking rules would apply but the public are encouraged to leave ‘age friendly’ spaces free as a courtesy to older people in the community. This approach has worked successfully in Ireland⁴ and Japan.

Conclusion

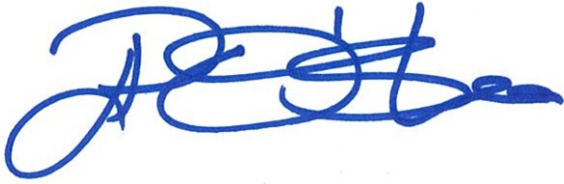
7. NMH thanks the Nelson City Council for the opportunity to comment on the Proposed Parking Strategy.

³ [Dutch Reach Project – A site to promote the Dutch far-hand habit to avoid dooring cyclists, or drivers or passengers from stepping into on-coming traffic.](#)

⁴ <http://www.thejournal.ie/old-age-parking-cork-3629515-Oct2017/> and <http://www.kilkennycoco.ie/eng/Services/Traffic/Parking/Age-Friendly-Car-parking-Spaces.47229.shortcut.html>

8. NMH would like to be heard.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Lexie O'Shea', with a stylized, cursive script.

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