

# **Tasman District Council**

## **Proposed Richmond and Motueka town centre parking strategy**

**23 February 2018**

For more information please contact:  
Jane Murray  
NMDHB Public Health Service  
Email: [jane.murray@nmdhb.govt.nz](mailto:jane.murray@nmdhb.govt.nz)  
Phone: (03) 543 7805

## 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 the Proposed Richmond and Motueka town centre 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. The Council has identified four objectives to guide the Strategy: balance demands, be holistic, offer best value and be prudent. NMH contends that the best way 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 Richmond and Motueka. 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 outcomes<sup>1</sup>. Investment in active transport also fits with the Council's mission statement: *To enhance community wellbeing and quality of life*.
5. NMH encourages the Council to prioritise public transport, walking, cycling and carpooling in the Strategy in the first instance. Consideration should be given to enhancing the following infrastructure which would encourage people to use active transport and lessen the demand for car parks:
  - a. Further investment into weather-proof bus shelters and public transport services to increase bus patronage
  - b. Increase the number of secure covered bicycle parks

---

<sup>1</sup> 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.



- c. Improve kerb transitions and the surface conditions of footpaths near town centres to encourage people to walk and reduce the risk of falls
  - d. Improve crossings points for pedestrians
  - e. Improve connections and signage between town centres and local cycleways
  - f. Install a park and ride system into Richmond
  - g. Install carparks for those who carpool.
  - h. Further investment in cycleways
6. 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. In the past, many developments have provided carparks but very few cycle parks. NZTA stated in its "*Benefits of investing in cycling in New Zealand communities*" report that more cycling means reduced costs for Councils.<sup>2</sup> 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.
7. The Council should also consider altering its District Plan requirements to allow businesses to offset the number of car parks for the number of cycle parks provided. If a large number of cycle parks is allocated then fewer car parks would be required as a result. This would reduce costs of installing and maintaining carparks and encourage cycling.
8. In addition, the Council could also provide advice on workplace travel planning for larger businesses. A workplace travel plan provides solutions to workplace transport issues and results in greater choice for people's journey to work. This can result in less demand for car parks which has positive health effects for individuals and also positive effects for Councils who supply parking. This is the approach that Auckland City has taken.<sup>3</sup>

---

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

<sup>3</sup> <https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/#info>

9. Promoting carpooling and Park and Ride schemes would also have benefits for local communities. Prioritised carpool parks and Park and Ride schemes reduces the number of cars on the road and reduces car parking demand.
10. In summary, by investing in active and public transport, more people have the option of walking, cycling and using buses to access Richmond and Motueka. This has positive social, environmental and health benefits, it will also result in fewer people needing car parks, thus potentially negating the need for the Council to pay for a new public car park in the future.
11. *Recommendations*
- a. That there is further investment into public transport services
  - b. That the number of secure covered bicycle parks is increased
  - c. That connections and path surfaces for cyclists and pedestrians accessing town centres are improved
  - d. That there is investment in travel planning, cycleways, prioritised car pool parks and Park and Ride Schemes
  - e. That District Plan rules are altered to
    - i. increase the minimum number of cycle parks;
    - ii. allow for businesses to offset their car parking requirements with an increased number of cycle parks

### **Specific Comments**

12. NMH notes that the Strategy includes an option to make better use of existing public car parks to create efficiency. This is important, however NMH would like to ensure that public safety is not compromised as a result. Pedestrian routes within carparks need to be designed to minimise conflict with vehicles. Within the carpark, pedestrians, those on mobility scooters and cyclists should take priority over private vehicles.
13. In addition, any car park that has its layout reviewed should also require a Crime Prevention through Environmental Design (CPTED) audit to ensure the personal safety of car park users.
14. NMH is supportive of an introduction of a user-pays system for high demand parking as this incentivises alternative modes such as active and public transport which in turn has better health outcomes.

15. NMH notes that one option is to improve enforcement and compliance of parking spaces. NMH asks that the Council apply more lenient timing for mobility parking spaces. Christchurch City Council allows for people with limited mobility to double the length of time-restricted parks i.e. if someone is parked in a p60 mobility park then they are allowed to park there for 120 minutes. This gives people additional time to exit and enter vehicles as well as make their way to their destination. NMH recommends that the Council adopt this approach.
16. Tasman's population is ageing and as such consideration should be given to increasing the number of mobility car parks in town centres, near health services and key places of interest. Mobility car parks should be well-sign posted so people can access them easily.
17. NMH supports the Council's intention to create a mobility scooter friendly environment in Richmond and Motueka by providing additional parking for mobility scooters.
18. '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 Ireland<sup>4</sup> and Japan.

*19. Recommendations*

- a. That any redesign of public car parks includes safe pedestrian routes, and pedestrians, those on mobility scooters and cyclists are given priority
- b. That extended parking times are given to those using mobility parking spaces
- c. That the number of mobility car parks is increased
- d. That 'age friendly' parking spaces are also installed in Richmond and Motueka.

---

<sup>4</sup> <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>

## Conclusion

20. NMH thanks the Tasman District Council for the opportunity to comment on the Proposed Richmond and Motueka town centre parking strategy. NMH encourages TDC to invest further in active and public transport initiatives as this investment will decrease demand for parking and provide the community with transport options that have positive health, social and economic outcomes.

Yours sincerely



Peter Bramley  
**Chief Executive**  
Peter.bramley@nmdhb.govt.nz