

# **Waka Kotahi**

## **National Parking Management Guidance**

**12 March 2021**

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 National Parking Management Guidance.
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. NMH is pleased to see the introduction of a National Parking Management Strategy that will positively contribute to the transformation of urban environments into safer, sustainable and equitable places with better housing and travel choices.
5. Investment in alternative modes will lead to fewer people driving and thereby result in a reduction in demand for carparks. 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 Waka Kotahi's Sustainability Action Plan's vision: Our vision is for a *low carbon, safe and healthy land transport system*.
6. NMH encourages Waka Kotahi to prioritise public transport, walking, cycling and car-pooling in the Guidance 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 public transport services to increase bus patronage
  - b. Increase the number of urban cycleway and secure covered bicycle parks
  - 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

---

<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.

- e. Improve connections and signage between town centres and local cycleways
  - f. Install park and ride systems
  - g. Install carparks for those who carpool.
7. 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. 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. Councils could also be directed to include requirements in District Plans to increase the minimum number of cycle parks.
8. 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.

### **Specific Comments**

9. NMH note the Key Principles of Parking Management (page 14) include “prioritise public space to deliver the highest value” but there are no quantifiers on what this actually means. NMH recommends that this is reworded to state: *Prioritise public space to achieve the most public good.*
10. NMH agrees with the principle in regards to prioritise parking to those with the greatest need for parking i.e. those with accessibility needs such as mobility impairments, or delivery needs.
11. NMH supports the intention of “parking supports wider transport outcomes” but would like this defined to include active transport modes
12. NMH supports the principles relating to supporting a quality urban form but would like the term *urban form* to be defined. (page 14)
13. NMH supports the inclusion of content material for a local parking policy (page 20). However NMH notes there is no reference within the material to existing cycle parking and existing active and public transport infrastructure. These should be included so that audiences have a more holistic picture of transport options.
14. In addition, the section regarding parking supply and utilisation data (page 21) notes that the collection of survey data is important and a list of attributes for the survey are listed. However there is no mention of recording the number/type of cycle parking facilities, the number of bus stops in the vicinity or pedestrian

counts. This data should be included in order to create an accurate picture of how public space is used.

15. In regards to the resource cost of parking (page 22), NMH would like this concept shared widely. Often the opportunity costs of parking are not discussed whereas the opportunity costs relating to installing cycle lanes are debated. This has been noticeable in areas that have attempted to retrofit cycle lanes by taking out parking. It would be beneficial if NZTA would highlight within the strategy the actual costs of providing parking.
16. NMH would also like to see the contents for the parking management plan (page 23) also include
  - a. reference to Active Transport strategies in the Introduction and Background section.
  - b. Cycle Parking and Availability of Bus Services within the Current Parking Patterns section
  - c. Information about Public Transport in the Vehicle traffic, walking and cycling section
17. NMH would like to see the Key Messages (page 24) section clearly articulate the need to promote active and public transport modes in the first instance. NMH notes that the Key Messages also omit mentioning the importance of safety.
18. NMH is pleased to see that safety is the foremost priority in regards to street space allocation (page 26). In addition, NMH strongly supports footpaths, public transport and cycling having high priority in all environments.
19. *Residential environments (page 29)*: NMH supports public transport and active modes having priority over vehicle parking.
20. *Commercial centre (page 29)*: NMH supports public transport and active modes having priority over vehicle parking. NMH also supports prioritising streetscape improvements because amenity is important.
21. *Removing existing car parking (page 31)*: NMH supports the proposals in this section. NMH recommends that the wording relating to angle parking is altered to "convert parallel parking to angle parking where there is enough road width for cyclists to pass safely".
22. *Principles for prioritising the allocation of parking (page 32)*: NMH strongly supports the adequate provision of mobility parking. NMH notes that the term adequate has not been defined in the Guidance. Given the ageing population will lead to increasing demand for mobility parks, guidance is required to enable

adaption over time. '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>2</sup> and Japan.

## Conclusion

23. NMH thanks the Waka Kotahi for the opportunity to comment on the National Parking Management Guidance. NMH encourages Waka Kotahi to invest further in active and public transport initiatives as this investment will decrease demand for parking and provide communities with transport options that have positive health, social and economic outcomes.

Yours sincerely



Lexie O'Shea  
**Chief Executive**  
Lexie.oshea@nmdhb.govt.nz

---

<sup>2</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>