



Generation Zero

Submission on the WCC Traffic and Parking Bylaw

11/06/2021

Do you agree with the changes we proposed to make? (section 2)

We agree with the changes.

Further comments:

We agree that WCC should regulate the parking of vehicles for advertising or selling purposes.

We agree that WCC should enable temporary road changes for pilot/trial schemes. These should be done at low cost, with little prior consultation and in a flexible manner.

Reflect the Parking Policy 2020. We agree that moves to increase pricing on parks in many situations is beneficial. Space is a premium in Wellington, and pricing is the way to ensure this scarce resource is managed appropriately. We support increasing the cost of residents and coupon parking, as these areas are currently underpriced.

Shared zones. We agree with this. WCC needs the legal power to adequately regulate access to these areas based on vehicle type, speed, time and purpose. Shared pathways where pedestrians and bikes/scooters mix ought to be used only in circumstances where those uses cannot be separated. And to regulate the passing distance, priority and speed of bikes as they interact with pedestrians.

We agree that advertising vehicles ought to be regulated as this is often a poor use of space.

Footpath parking (section 6)

Our starting points

The built environment, and particularly transportation infrastructure, is inaccessible for many members of our communities who are disabled. Any reforms must strive to make our transport

system and city fully accessible and uphold the rights of disabled people – including their participation and engagement in decision making and design.

United Nations Convention on the Rights of People with Disabilities (UNCRPD) states that New Zealand (as a signatory) should “enable persons with disabilities to live independently, and participate fully in all aspects of life ... ensure to persons with disabilities access, on an equal basis with others to the physical environment, to transportation, to information and communications, including information and communications technology and systems, and to other facilities and services open to or provided to the public” (article 9).

Further, based on international best practice, Waka Kotahi guidelines, and WCC guidelines, ‘mobility impaired pedestrians’ ought to be at the top of the hierarchy of people to be considered in transport planning.

We also think that NZBORA, freedom of movement, is an engaged right. Read in light of the UNCRPD and transport hierarchy, any proposed bylaws that encourage behaviour that infringes those rights would be an unjustified limitation under s 5. We are concerned that the Council’s legal advice on this is light on detail and under-states the legal obligations (and therefore litigation risk) council faces when considering the allocation of street space.

Planning for our most vulnerable in our transport system leads to co-benefits and all users having a better experience. For example, ensuring that wheelchair users have adequate room to access a property via a footpath also allows children, prams, people with crutches to access that property too.

Appropriate use of space allows for a reduction in emissions as it makes walking and cycling relatively more safe and attractive modes, and by not oversupplying public land to private vehicles. An easier and safer walk enables longer and more pleasant walks to public transport and shops. Climate justice ensures that any transition to a low-carbon future is done by upholding the rights of our most vulnerable, including children and disabled people. Ensuring that their rights are paramount is key.

Public land is public space. Private vehicles do not have a right to park and are lowest on the transport hierarchy. If residents wish to have an absolute right to a guaranteed park, they should pay for an off-street park on their property.

Furthermore, the movement of cars is prioritised above the parking of cars. Often parking on narrow streets makes it dangerous or excessively slow to move through that street.

How should footpath parking be regulated?

Footpath parking should be discouraged as much as possible.

Council should take a range of approaches. Firstly, it should encourage no footpath parking by design. That means installing broken lines to remove parking space, signs in problem areas and indicating spaces that can be sued using white lines (as opposed to a bare curb).

Best practice is to have footpaths on both sides of the road. Removing a footpath to install parking is not recommended.

A combination of yellow lines and marked spaces on alternating sides of the road create a chicane effect and can be useful in providing some parking on narrow streets, but also ensuring that there is legible and easy to maneuverer traffic calming created by this.

Design can occur progressively across the city – with any physical adjustments occurring in line with resurfacing to save costs.

We advise that footpath parking should be outright prohibited. However, this may not work in some parts of the city. Alternative options that are lower than a ban could involve:

- A ban on footpath parking on main arterials
- A traffic management rule that requires parked vehicles to leave 1.5m (a safe distance for disabled footpath users) clear.
- A fine for doing so that is sufficiently high to create behaviour change.
- Enforcement of problem streets that responds quickly to (especially repeated) concerns by citizens.

At all times disabled pedestrians should be put at the top of your intervention priority hierarchy. Private parking is the lowest on that hierarchy.

Lastly, we think that council should be trying to change behaviour and educate the public on this. Most people are well-meaning and may not understand how their behaviour compromises the rights and safety of disabled people, pedestrians, and other users of the street. Council should engage in social media posts and radio posts to educate the general population. “Leave space for everyone”. This can also be about cars sharing road space with cyclists, and cyclists with pedestrians on shared paths.

Additionally, targeted engagement (leaflets, talking to residents) in streets that have particularly high footpath parking. Any new design of streets should be done by ensure people have proper notice of this change and feel brought along the change journey. However, council should not consider proposals by residents that encourage footpath parking or parking that compromises the rights of people on the footpath.