

Parking Policy Review 2020 Submission

To Wellington City Council

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We would like to appear in person to support our submission

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Wellington City Youth Council
Te Rūnanga Taiohi o te Kaunihera o Pōneke

Introduction

1. The Wellington City Youth Council (Youth Council) welcomes the opportunity to submit on Wellington City Council's Parking Policy Review 2020.

Proposed Parking Policy Objectives

2. Youth Council supports the seven objectives outlined in the Parking Policy review discussion document.
3. Move to becoming an eco-city, city amenity and safety, and access for all are the most important objectives for Youth Council. These three objectives have a focus on addressing Wellington's environmental challenges as well as keeping young people safe and engaged in the City.
4. Wellington must continue to work to reduce our impact on the environment, and this Policy does, and should remain, focused on this objective.

Proposed Parking Policy Principles

5. We broadly support all eight principles outlined in the discussion document.
6. Wellington has limited space and increasing competition for the use of this space. Getting the best out of the limited space we have is important. This is specifically true for parking, and we agree with the proposal to not increase parking areas, but to engineer the best use of the current parking area stock by prioritising different uses.
7. A shift away from car use, for many, is hampered by other transport options that do not fully or partially meet their needs. For example, a shift to public transport or cycling is not simple for many groups, and so it is important to balance making adjustments to Wellington's parking with how Wellingtonian's need to move about.

8. The prioritisation of public transport, electric vehicles, and non-private car use (like car share parking options) are a good balanced position to incentivise different parking and transport choices, while still retaining usual parking options, but delivered in a different way.
9. Specific parking solutions should be planned in consultation with local users in areas that are readily identified as youth-orientated, such as around university and education providers, and recreation areas. This consultation should allow for better utilisation and prioritisation of space, with youth users likely requiring a different mix of parking options (tilted towards active transport options) compared to other parts of Wellington.
10. Variable pricing is encouraged to best dynamically manage parking across Wellington.
11. A focus on lowering carbon emissions is critical to Wellington's parking approach. However, this must also be weighed against the ability for people (and in particular, certain groups like young people) to pay. To ensure that an environment focused approach is taken, without making options unaffordable to young people, efforts to incentivise and motivate other transport options is a core element of the success of the proposed Parking Policy.

Consideration around residential parking options

12. Youth Council does note that just because a dwelling has a carpark doesn't necessarily mean that dwelling has access/use of that carpark. This is particularly true for rentals, with young people often without a carpark as part of their rental, or needing to pay additionally for access to the carpark.
13. The proposed Policy's focus on the level of off-street parking available in an area may not fully capture the likely potential for off-street parking use by residents.
14. In other words, the discussion around household access to private off-street parking is unlikely to reflect actual use, and so some areas of Wellington may

appear to have greater availability of off-street parking when the reality may be that this access is not provided to actual residents.

15. We urge Council to consider this point when preparing its Parking Policy, particularly with regard to young people renting in Wellington who may struggle more than anticipated if on-street resident parking access is decreased or costs increased.
16. We urge Council to work to better understand this actual, rather than observed, access and its possible impacts on on-street parking access before making a final decision.

Conclusion

17. Wellington's constrained geography, but expanding population, means some tough decisions need to be made about how the City uses its space.
18. Youth Council support Council's proposed Parking Policy, with particular support for the Policy's focus on changing behaviours and allowing for a greater focus on Wellington's environmental outcomes.
19. Enabling other transport methods to be prioritised and incentivised will support younger Wellingtonians have options around transport.
20. We urge Council to better understand how on- and off-street residential parking access realities may differ from observed access, and how this may impact young people.