

Let's talk about parking!

What are the safety and multi-modal impacts of on-street parking?

Presenter: Jeanette Ward – Technical Director

Background

- On-street parking provides a function in some of our streets for servicing various land uses.
- How we provide parking needs to be consistent with keeping people safe from harm and the multi-modal roles of our streets, particularly when road space is limited.



Background

- With limited space on our road corridors, achieving safety and multi-modal outcomes often involves road space reallocation
- Our strategies generally facilitate management of parking to achieve good outcomes.....
-however, in many cases there is public resistance to reducing or changing on-street parking

Car parks to go, paving way for cycle lanes under draft Tasman strategy

Cherie Sivignon · 16:52, Nov 11 2021



Background



The good, bad and ugly – The good?



Supports speed management??

The good, bad and ugly – The bad



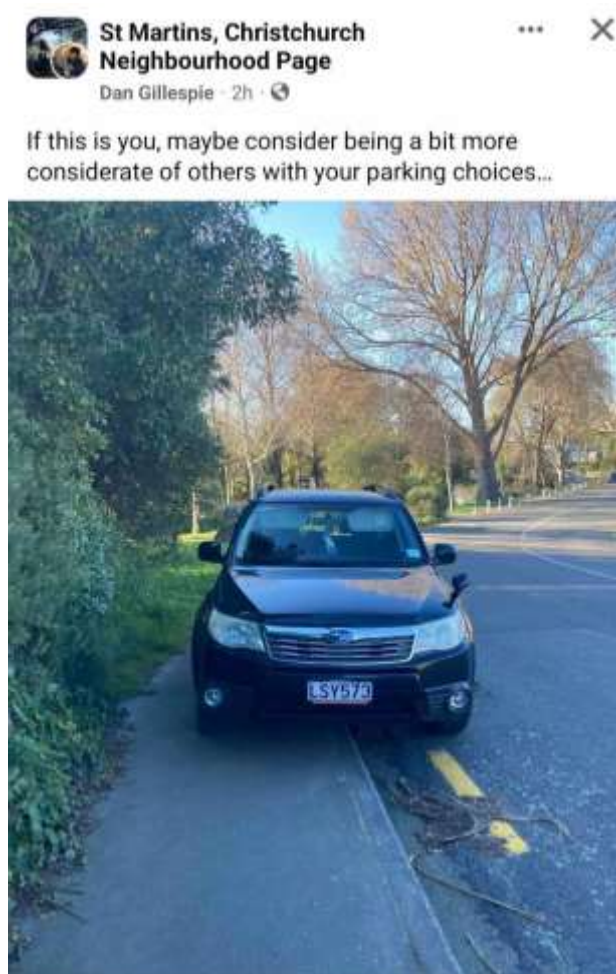
Cyclist 'unable to stop' before crashing into car door

APNZ

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The good, bad and ugly – The bad

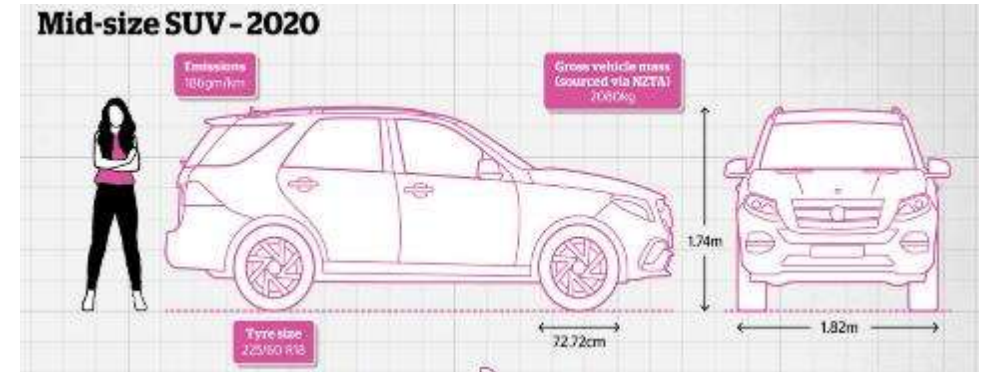


The good, bad and ugly – The ugly



The NZ crash data

- NZ Crash Analysis System 2017-2021 (urban)
- Parking crashes 8% of all reported crashes
- Account for 2.5% of all DSI
- Data limitations exist



Total				
295 DSI	40 (13%)	73 (25%)	32 (11%)	150 (51%)

Let's talk about parking – TG 2024

Vehicle occupants



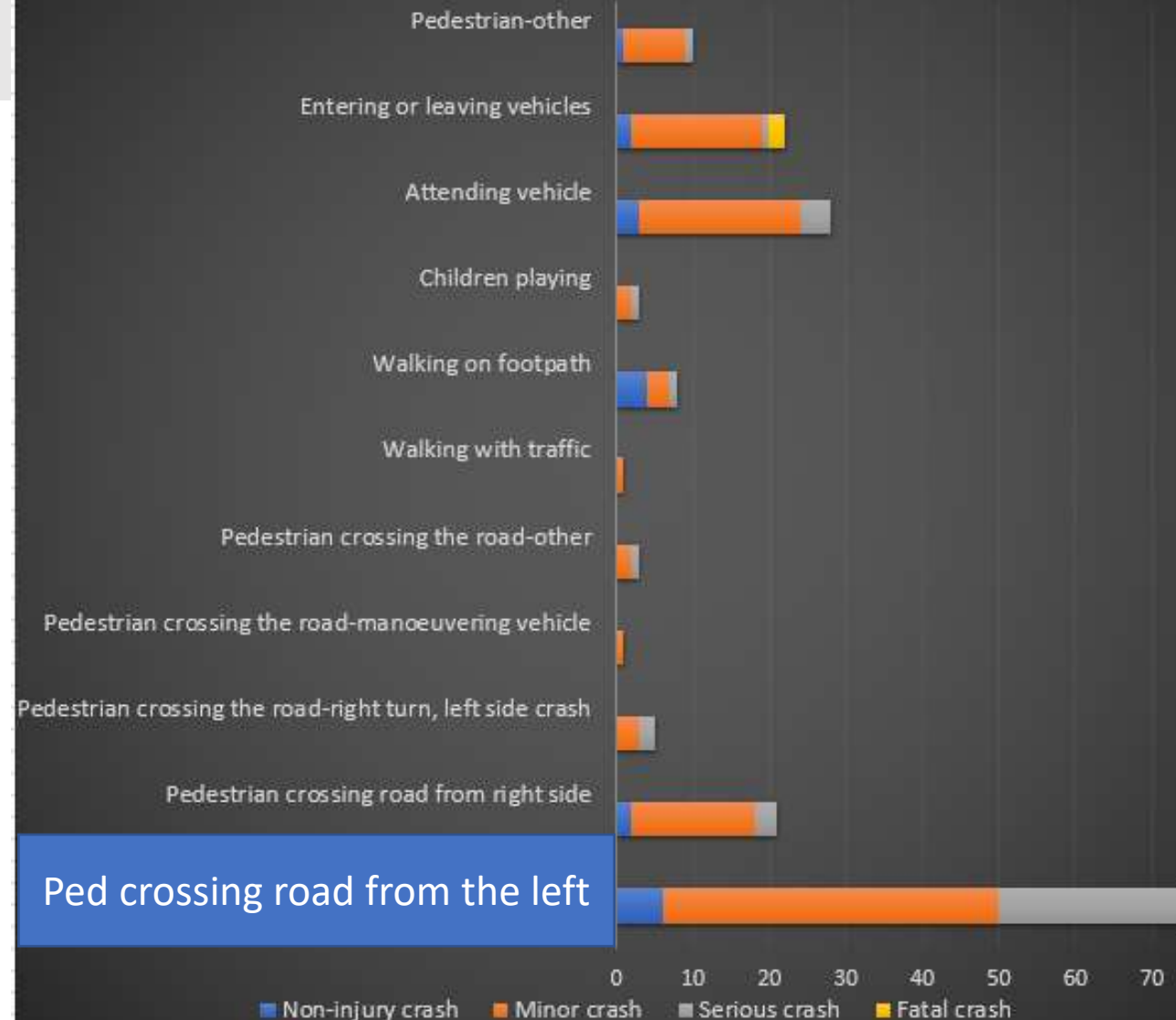
Parking related crashes involving other vehicles



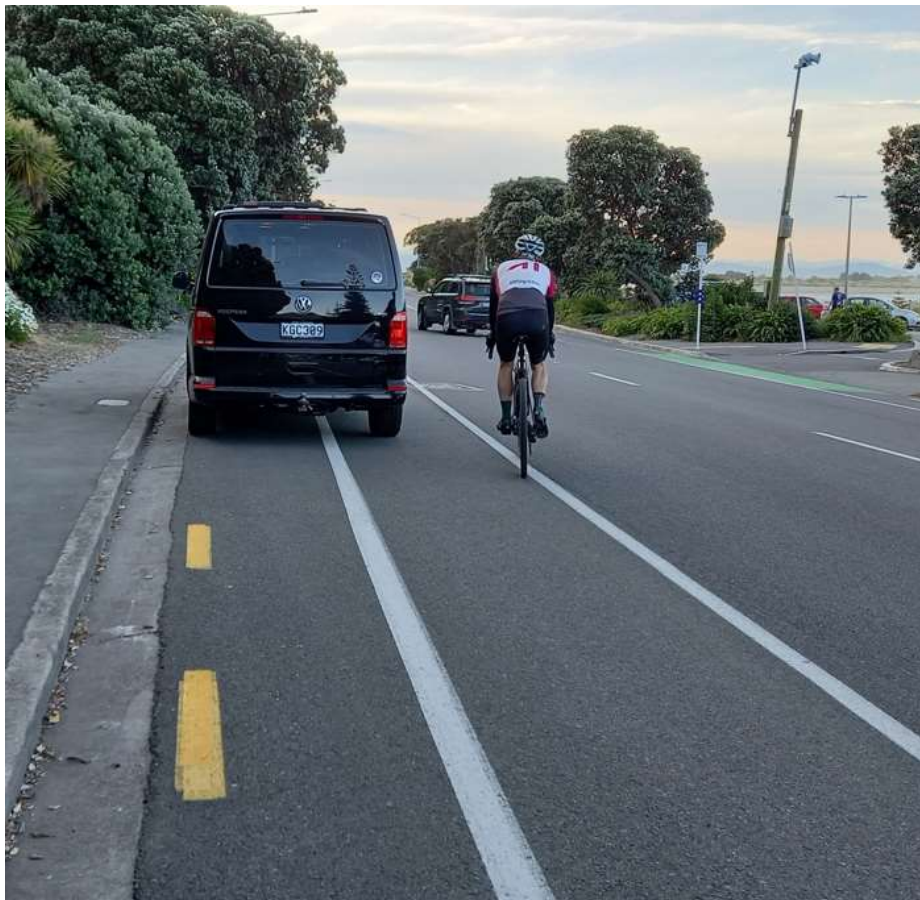
Walking related crashes



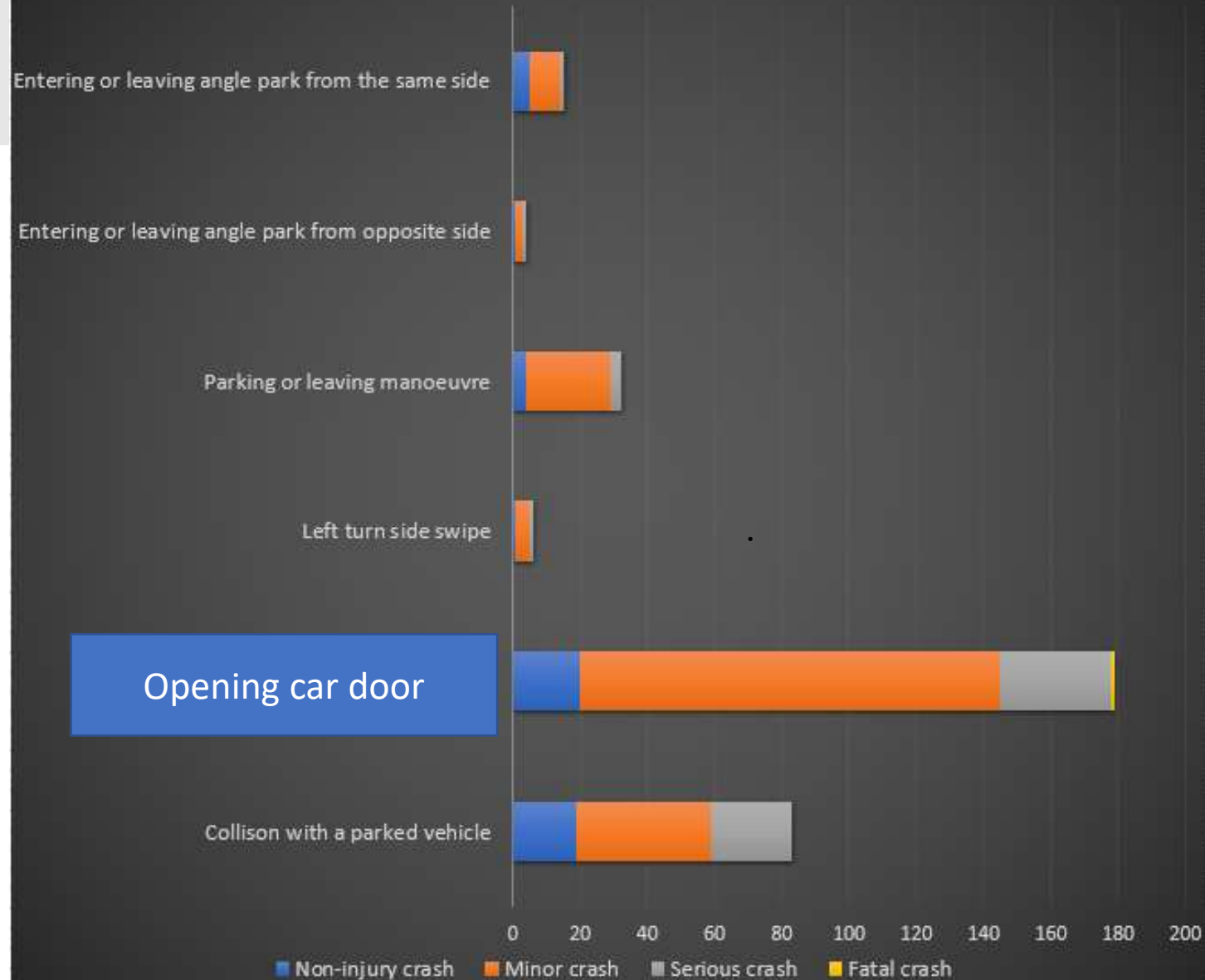
Crashes involving parked cars and pedestrians



Cycling related



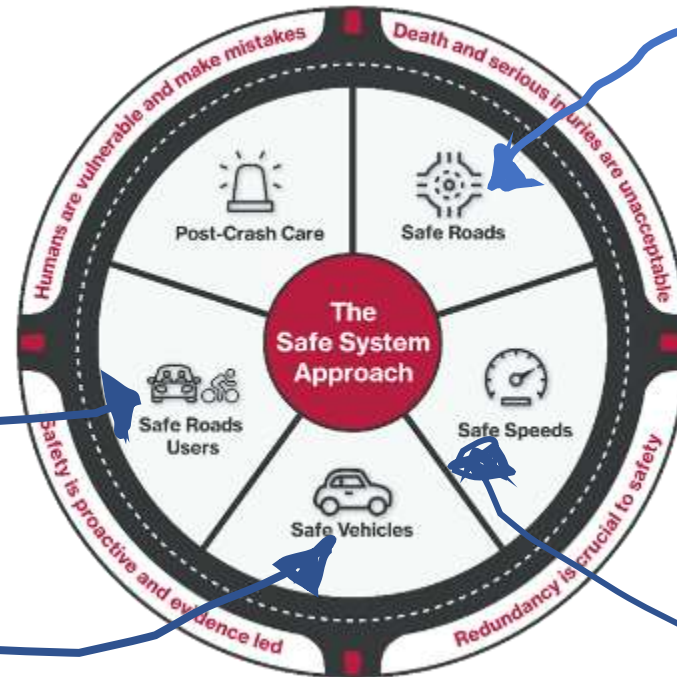
Crashes involving parked cars and cyclists



Example - Strategies for car door opening into cyclists

- Left hand (Dutch Reach) method could be promoted
- Cycle skills training includes the awareness of car door opening and riding position

- No parking next to cycle lanes
- Design layout to encourage riding away from the door

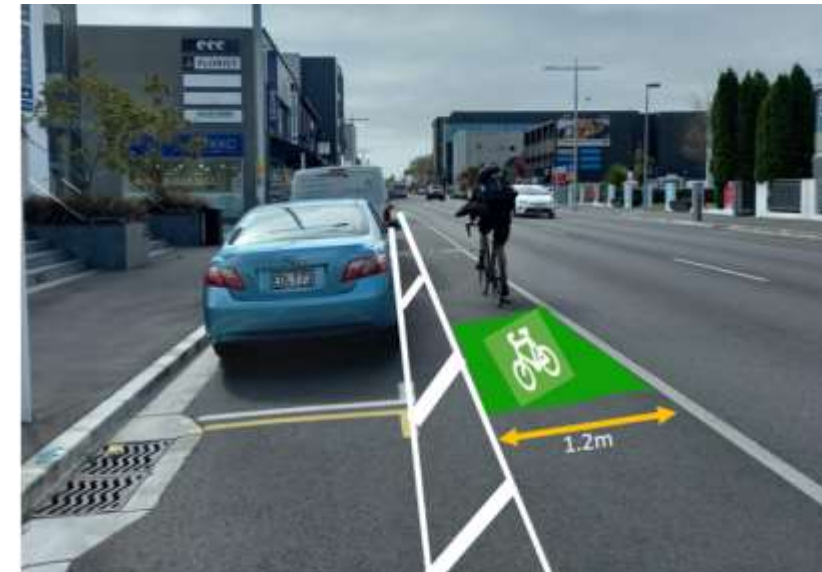


- Proximity detection
- Ride share app notifications

- Low speeds to manage any conflict in the traffic lane

Example - Car door opening into cyclists

- Obviously best to avoid the scenario, but if a cycle lane exists then markings could help encourage people to ride away from doors.



Conclusion

- There are several clear causes for crashes related to on-street parking that are resulting in poor safety outcomes
- Some of these could be mitigated with a range of safe system strategies
- Illegal and inconsiderate parking behavior is impeding active travel and movement by people who rely on clear footpaths – harder to quantify and solve!
- Data collection can be improved



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