

# Support short-stay parking and deter long-stay parking

Our urban areas are running out of space and cannot afford to have unlimited parking areas. Our parking policy should discourage long term parking.

Parking Regulations and policies should have a limit on street parking time; residents should have priority for street parking, there should be a limit on street parking of large vehicles, and future mandatory off-street parking proof to purchase a vehicle.

The following are suggested as the main transport policy objectives:

- To promote road safety, especially for pedestrians, cyclists and other vulnerable road users;
- To make efficient use of road space within the context of promoting modal shifts to more sustainable forms of transport;
- To establish appropriately located park-and-ride sites and associated services as an important contribution to integrated transport. Such schemes would persuade car users to change to public transport for the final part of their journey to major urban centres;
- To promote the creation of park-and-share sites to increase the person-occupancy of cars entering urban areas as contribution to a reduction in traffic.
- To ensure that any new urban development offers a realistic choice of access by walking, cycling and public transport;
- To ensure the needs of people with disabilities and others whose mobility is impaired, are included in relation to accessibility to buildings and parking provision;
- To promote the provision of adequate facilities for cyclists in new urban developments; and,
- To promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion.

According to the Planning Policy Statement 3—Access, Movement

and Parking, prepared by the UK Department of the Environment, Northern Ireland, the Planning Service Agency in 2005, the provision of public and private car parks of the future would ensure that land use planning permission will only be granted for the development or extension of public or private car parks, including park-and-ride and park-and-share facilities, where it is demonstrated that:

- they do not significantly contribute to an increase in traffic congestion;
- they are not detrimental to local environmental quality;
- within defined areas of parking restraint, they are only used for short-stay parking and are appropriately managed to deter long-stay commuter parking; and
- they are compatible with adjoining land uses.

Also, within town and city centres, in particular, it is essential that sufficient short-stay public parking facilities are available to maintain economic vitality and viability and to allow them to compete with new suburban developments. An ever-increasing supply of car parking spaces solely serving long-stay commuter demand in such locations on the other hand can act as an impediment to economic growth by contributing to increased congestion and the erosion of environmental quality.

Therefore, public parking provision in future should focus on meeting the demand generated by urban centres for short-stay spaces. However, the overall transportation objective should be to restrain the use of the car and encourage commuters and shoppers to use public transport and park-and-ride initiatives.

The paper “*CBD Parking Policy: Development Policy or Parking Policy*” by Glen Holdsworth gives the following interesting suggestions, concerning Central

Business District (CBD) parking in Australia:

- The overall quantity of parking in the CBD should be based on the capacity (environmental or otherwise) of the CBD to accommodate parking, not on the capacity of the CBD to accommodate development.
- The amount of parking in each sector or zone of the CBD should be based on a block by block analysis of the CBD having regard to the sensitivity of each CBD zone to generated traffic movements and other CBD planning and amenity objectives.

That author also gave suggestions for shared parking strategies. Shared Parking is parking which is provided in such a way as to allow one business activity to use parking which is devoted to another significantly different business activity at another time. An example is the use of office parking for entertainment (cinema, restaurant etc.) related parking in weekend or late evening periods. Shared parking policies can offer considerable value to developers and the CBD government due to the significant cost reductions and other efficiencies which can accrue.

He suggests that CBD parking policy should provide positive incentives to developers to locate parking in situations which maximise the potential for current and future shared and consolidated parking effects, whilst reflecting that each development site may not be an appropriate parking site.

Currently, all Government-owned car parks in POS operate on weekdays (except public holidays) from 6:00am to 6:00pm. Why not consider 24-7 operation with promotion of maximization for use by fete and other promoters, such as park-and-shuttle for activities in Chaguaramas in the night and on weekends. This would require coordination with maxi-taxis, and

would create good business for all parties, and most importantly would immediately give much needed relief from congestion.

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