**Let’s talk about parking**

On-street parking plays a servicing role in some of our streets; however its provision needs to be balanced with the other roles of our streets, and if provided it should be designed in a way that ensures people are safe from harm. On-street parking is sometimes removed when road space is reallocated, and other uses are prioritised. In some cases, there is public resistance to reducing or changing on-street parking, which can create challenges in delivering multi-modal outcomes and/or have negative safety impacts when parking is retained or provided in a suboptimal way.

There is limited New Zealand evidence available regarding the positive and negative impacts of on-street parking. A research project (soon to be published) examined the road safety and multi-modal impacts of urban on-street parking and developed strategies to help address these impacts. A literature review examined New Zealand and international research on the relationship between safety, multi-modal outcomes and parking; this included identifying approaches in planning and design guidelines that may offer mitigation strategies. A crash data analysis focused on identifying any relationships between on-street parking and safety outcomes. There were found to be several clear causes of adverse parking related safety outcomes in New Zealand.

The existing mitigation strategies identified were further developed, with some involving changes to wider system we operate in. Some of these changes could be embedded in regulation or best practice guidance but some were related to behaviour change.

This paper reports on the initial findings of the research and provides practical advice to transport planner and designers who are focused on outcomes relating to **People, Place and Identity**.