



E5 Abstract

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Presentation topic	Please check the box to identify your topic area:		
	➤ Transport Demand Management		<input type="checkbox"/>
	➤ Intelligent Transportation Solutions		<input type="checkbox"/>
	➤ Traffic Management and Planning Issues		<input checked="" type="checkbox"/>
	➤ Land Use and Traffic Management Planning		<input type="checkbox"/>
	➤ Local, Regional and Strategic Traffic Management Planning		<input type="checkbox"/>
Presentation title	Time to reduce champagne (parking) standards in a beer economy?		
Presentation Remit	<p>Housing costs have risen much faster than incomes over the last 30 years, with no sign of cessation. The personal financial (and social) strains translate to detrimental financial economic social migrational and commercial effects at the regional and national level. Drivers include an artificial and growing scarcity of land and ever-higher developmental standards and regulations including those for access, site circulation and parking. RMA S.32 imposes on us a duty of care to "consider alternatives, assess benefits and costs etc" on top of S.5's avoidance of "adverse effects". For example, in many cases the number of carparks possible determines the number of apartments a site can support, thus influencing directly the land cost per apartment. Are geometric standards eg to accommodate 90% vehicles through really necessary and justifiable for residential developments? Why not average 50%? Reduce aisles and left-side clearance? Allow reverse turns? Double-cut manoevers for larger cars?</p>		