

## FOOTPATH PARKING - CAN IT BE STOPPED?

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### **Abstract**

It's bad enough having signs and scooters and rubbish bins and other things on the footpath but vehicles are an even greater obstacle, often blocking the entire footpath or making it impassable for people in wheelchairs or on mobility scooters. For able-bodied people it is often inconvenient having to go around a parked vehicle. For less able-bodied people it can be more than an inconvenience, even preventing them from making their own way to where they wanted to go, taking away their independence.

Besides being inconsiderate, parking on footpaths is illegal. Mostly, local councils are responsible for enforcing this rule and their parking wardens are authorised to issue fines for parking over footpaths.

This presentation will examine the issue of footpath parking that appears to be worsening as we see more residential intensification. Acknowledging that the issue is part of a bigger picture around urban planning and car ownership, the authors examine how we can address footpath parking through more effective enforcement, awareness and design. The authors look at the subject from both an industry and advocacy perspective. We may not be able to stop footpath parking entirely, but we can join forces to reduce its occurrence and associated impacts.

## INTRODUCTION

It's bad enough having signs and scooters and rubbish bins and other things on the footpath but vehicles are an even greater obstacle, often blocking the entire footpath or making it impassable for people in wheelchairs, on mobility scooters or pushing prams. For able-bodied people it is often inconvenient having to go around a parked vehicle. For less able-bodied people it can be more than an inconvenience, even preventing them from making their own way to where they wanted to go, taking away their independence.

This paper examines the issue of footpath parking that appears to be worsening as we see more residential intensification in urban areas. Acknowledging that the issue is part of a bigger picture around urban planning and car ownership, the authors examine how we can address footpath parking through more effective enforcement, awareness and design. The authors look at the subject from both an industry and advocacy perspective.

This issue was also raised in recent NZ Transport Agency research into the safety and multi modal impacts of on-street parking (Ward et al, 2024). The research focused on parking on the road but acknowledged that parking on the footpath was a behaviour that could impact safety outcomes. This is because footpath users need to detour around the obstacle, which could be difficult for someone with a mobility device, and puts pedestrians at risk. The research also recognised that a parked car blocking a footpath can be a barrier to achieving better multi-modal outcomes, as it may deter people from walking at all.

This is not just an issue in New Zealand; it occurs around the world to varying extents but there is limited available research into the behaviour of footpath parking and solutions. An international literature scan found that most online content on the issue was prepared by advocacy groups who are passionate about accessibility for all.

Some cities in Europe with narrow streets, designed before the invention of the motor vehicle, have formally (line marking) taken over much of the footpath for parking. In some cases, this leaves extremely narrow footpaths that would not cater for devices such as mobility scooters or wheelchairs - see Figure 1 for an example. This is not an outcome we want to see in New Zealand.



Figure 1 – Two thirds of footpath width taken over for parking, Budapest (Source: Jeanette Ward)

## WHY ARE PEOPLE PARKING ON THE FOOTPATH?

There is a range of reasons why people park their vehicle on the footpath. These are mostly related to a lack of parking space supply within what a person believes to be an acceptable walking distance. Various causes are discussed below, generally based on informal conversations with people regarding the behaviour and some speculation. No research was found relating to a more formal study of driver behaviour in relation to footpath parking in NZ.

### Intensification and associated car parking

Footpath parking occurs in residential streets in both low and medium density areas, both old and new. The National Policy Statement on Urban Development 2020 (NPS-UD) aims to increase housing density in urban areas. More intense development close to centres, public transport, open space and community facilities assists in minimising urban sprawl and increases housing supply and choice.

Councils have established Medium Density Residential Zones (MDRZ). These zones provide areas for a higher density of residential development and generally provide a high level of services including footpaths, street lighting, and neighbourhoods that are internally well connected by roads, pedestrian paths, and cycle routes.

Policy 11 of the NPS-UD required the District Plans of Tier 1, 2, and 3 territorial authorities to remove any minimum car parking requirements, other than for accessible car parks. The approach of removing minimum parking contributes to making housing more affordable and is considered best practice internationally. However, this needs to be supported by reducing car ownership.

It is noted that when garages are being provided in developments these are often used for other purposes such as storage of bicycles and outdoor equipment.

### Unwillingness to walk even short distances.

Where no disability is involved, it is hard for the authors (a pedestrian advocate and transport engineer) to understand why people don't walk, even short distances. In some cases, it seems to be related to a belief that one should be able to park immediately outside one's home. Whether that is due to an aversion to even the slightest amount of physical exercise, to a fear of being outside of the enclosed or secure space of a vehicle or a building or a desire to be able to see one's vehicle from one's home is unclear.

### Inconsiderateness

Some people seem incapable of thinking of others and how their own actions might affect others. So, the consequence for other people of parking on the footpath may not even be considered by the driver. Their desire to park where they want to may be all that enters their heads. Some other people just don't care - they know that other people will be affected by their action but that doesn't matter to them.

### Considerateness for other drivers

At first glance this may seem contrary to the previous possible reason, but the difference is that this relates to the effects on other drivers. Footpath parkers often claim they park on footpaths, at least partially, on narrow streets, to provide more space for drivers to move through (see Figure 2). This still provides less space for pedestrians and may even prevent pedestrians from going along a street except on the road. This may reflect a common bias in our society that cars and the people who drive them are more important than those who walk or wheel.

Sometimes the justification is about making sure there is room for emergency vehicles to get by quickly and easily. Ironically, the partial footpath parking may be the reason an emergency vehicle is needed, as a pedestrian may have been forced to walk on the roadway and been hit by a vehicle, possibly travelling faster because of being given more space.

### Protecting their car from traffic

Again, this is sometimes said by people parking on footpaths on narrow streets, presumably thinking that if they provide more room for other vehicles on the road there's less chance of their vehicle being scraped or dented. Unfortunately, providing more space typically results in people

driving more quickly which is associated with more crashes, so the result of providing more space might be counterproductive.

### Norms, habits and culture

The more people see something being done, the more they come to believe it is accepted or legal behaviour. If they don't get called out for it, then they come to think that other people at least tolerate it. As parking on footpaths has become more common, this effect may be occurring - creating a vicious cycle that will result in still more people ignoring the law and parking on footpaths.

It is potentially becoming part of a cultural norm. A study in Bucharest (Popescu, 2022) aimed to understand car–pedestrian dynamics on residential sidewalks (footpaths) and found the footpath was “a space invaded by cars, and sectioned off and almost captured by the residents of adjacent properties”. Popescu concluded “that footpath parking in Bucharest has thus become the local emblem of a privatist culture of appropriating public space”.

### Chance-takers

Some people know they shouldn't park on footpaths but reckon that the chance of being caught is low and until recently the penalty was so low as to have very little deterrent value. In many instances they are correct about the chance of being caught. Also, despite the October 2024 increase, to \$70, in the penalty for parking on a footpath, the increase was designed only to make up for inflation since it was originally set at \$40 in 1998 so perhaps a still higher penalty is required to be a sufficient deterrent.



Figure 2 – Footpath parking examples (left – partial blockage, right -full blockage) (Source: Living Streets)

## THE LEGAL FRAMEWORK IN NEW ZEALAND

Ultimately it is illegal to park on the footpath but enforcing the law can be difficult.

At the highest level the Land Transport Act 1998 (LTA) defines a ‘stationary vehicle offence’ as ‘parking in any portion of a road in breach of any legislation (including, without limitation, any bylaw made under Section 22AB(1)(m) to (o)).’ That section enables Road Controlling Authorities to make bylaws to restrict parking, create residents’ parking schemes, prohibit heavy vehicle parking and the like.

However, such bylaws don't need to prohibit parking on footpaths because the Land Transport (Road User) Rule 2004 (RUR 2004) already does that in Clause 6.14:

“A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath or on a cycle path.”

Local authorities are empowered to appoint parking wardens, and the powers of those wardens are specified in LTA Section 128E ‘Powers of parking wardens’ as

“(1) A parking warden in uniform or in possession of a warrant or other evidence of authority as a parking warden—

*(a) may enforce the provisions of any stationary vehicle offence or special vehicle lane offence.”*

The Land Transport (Offences and Penalties) Regulations 1999 Section 4 ‘Infringement offences’ includes:

*“1) A breach of a provision specified in the first column of [Schedule 1](#) for which an infringement fee is specified in Schedule 1 is an infringement offence against the Act.”*

Schedule 1 of those Regulations lists offence provisions and penalties including parking a vehicle on footpath or cycle path and this incurs an infringement fee of \$70.

Significantly, the Land Transport Act 1998 Section 139 ‘Issue of infringement notice’ states

*(6) If a parking warden has reason to believe that the user of a vehicle has committed an infringement offence that may be enforced by a parking warden under [section 128E](#),—*

*(b) the parking warden may issue an infringement notice in respect of the alleged offence.*

In summary, parking on the footpath is prohibited by an ordinary rule, which a parking warden can enforce. Breaching the rule is an infringement offence and a parking warden, if he or she believes the rule has been breached, can issue an infringement notice. The current infringement fee of \$70 is low when compared to other parking infringements that impact mobility-impaired people such as the \$750 fine for parking in a mobility space.

## DESIGN GUIDANCE

In New Zealand guidance for the design of footpaths can be found in the NZTA Pedestrian Network Guidance. For a residential street this recommends a clear accessible pathway of at least 1800mm, or the full width of the footpath, if it is less than 1800mm wide, should be maintained at all times. The guidance is focused on planning, design and maintenance whereas operational aspects are not generally covered. Consequently, addressing the issue of footpath parking has no associated guidance.

## CURRENT ENFORCEMENT PRACTICE

From a series of conversations and official information requests to councils around the country, it is clear that most councils do not allocate sufficient resources to enforcement of parking regulations. Several acknowledged that the incidence of parking on footpaths seems to be increasing.

It is the norm for parking wardens to proactively monitor paid parking areas and some other areas where illegal parking is known to commonly occur such as around hospitals, schools, markets and parks. However, they mostly rely on receiving complaints about footpath parking in other areas.

Many councils do not enforce parking regulations outside of normal or slightly extended working hours, yet many instances of vehicles being parked over footpaths occur overnight, when it is even more dangerous for pedestrians to walk or wheel on the roadway, and at weekends.

When councils receive complaints, they allocate them to parking wardens to investigate although how quickly they do so vary according to the method by which the complaints are made. Email and on-line reports generally take longer to get action than those made by phone and live chat. Few councils were easily able to provide information about the average or median time taken to allocate a task to a parking warden.

Once the warden receives a task to investigate a complaint it goes onto their list of things to do. It may be completed in minutes, hours or days, depending on when the task is received and other things on the list, as well as traffic conditions, availability of suitable transport and other factors. Again, few councils were able or willing to provide information on how long it takes from the time a task was allocated to a warden to the time when a warden reached the site.

Once at a site, wardens are generally permitted to use their discretion in assessing the situation. This adds an element of unpredictable variation in how parking on footpaths is enforced. Some wardens take a very strict approach while others may be more lenient. Some might say that if any part of a vehicle is overhanging a footpath it is a breach while others might allow the footpath to be partly blocked as long as there is enough space for a pedestrian to walk past. Some wardens

apparently look at it from the perspective of a wheelchair user which is a more appropriate viewpoint.

Few councils have explicit performance indicators for response times. Given that response times are a major factor in determining whether a person committing an offence is likely to be infringed, this seems unsatisfactory.

In recent times, parking wardens have experienced a greater level of aggression from members of the public and in many places, they now wear body cameras and take other steps to deter such behaviour and protect themselves from harm. This sometimes limits their ability to enforce parking rules.

## SOLUTIONS

There are various organisational and individual actions that can contribute to eliminating or at least reducing the incidence of footpath parking. These potential solutions are outlined below.

### Central Government

Central government could do a number of things that could contribute to decreasing the frequency of footpath parking. Some relate to reducing car ownership, and some relate to enforcement and infringements levels.

#### Reducing car ownership

The introduction of the NPS-UD policy on removing parking minimums is considered best practice and was considered a bold step by the transport planning industry. However, it needs to be accompanied by attractive alternatives to private motor vehicle travel to facilitate a reduction in car ownership. Currently in New Zealand there are approximately 800 vehicles per thousand people, considerably higher than in most countries.

The NPS-UD also includes a directive that requires councils to enable greater housing density within "walkable catchments" (areas typically 400-800 metres, or a 5 to 10-minute walk, from key services and public transport) to promote well-functioning, compact, and sustainable urban environments. This is a good directive that could help reduce car dependency but how this will be monitored is unclear.

Other countries with no minimum parking requirements have dense urban areas where high and medium density housing has been the norm for many years and is supported by mixed use neighbourhoods, walkable blocks, good public transport and active transport facilities.

New Zealand is in a transition whereby the minimum parking requirements should be facilitating a step change. However, the supporting urban form and alternative transport arrangements are not fully developed. Residents in many locations, are unlikely to reduce their car ownership in the short term and this will put pressure on the street environment in the coming years.

Central government could set transport policy to support reducing car ownership, noting the current Government Policy Statement on transport (GPS, 2024) does not have this focus. Such policy would need to be accompanied by increased funding for convenient public transport services and safe active transport infrastructure.

#### Infringement

Central government could also further increase the fines for parking over footpaths to a level more like that which it recently introduced for parking in mobility parking spaces without appropriate cause. After all, both forms of illegal parking affect disabled people. It could also introduce demerit points in addition to, or instead of, fines for parking on footpaths. In Australia, fines vary from \$180 to \$3,200 and up to 3 demerit points are registered against an offending driver.

Central government could require councils to set stretch performance indicators for enforcement of footpath parking with the aim of increasing the proportion of complaints resulting in infringement notices being issued.

Centrally-funded and produced education campaigns, aligned with local government messages, reminding people of the rules concerning parking on footpaths and other places should also be undertaken. People do forget things and take their cues for what to do or not do by what they see

happening around them. Parking on footpaths has become so common that normally law-abiding people may think it is now allowed. Publicity campaigns would help remind them of the law.

## Local government

### Parking management

The NPS-UD also strongly encouraged local authorities to manage effects associated with the supply and demand of car parking through comprehensive parking management plans. New Zealand Transport Agency (NZTA) subsequently released National Parking Management Guidance (NZTA, 2021). The guidance provides consistent, best-practice support for the management of public parking throughout NZ and supports councils to develop parking strategies and parking management plans.

The development of parking management plans (PMPs) in New Zealand to date has generally focused on activity centres where there are multiple demands for parking. Wellington City Council has developed several residential parking management plans due to their narrow streets and a high number of hillside properties that have no on-site parking. The Wellington PMPs were also important because some residential streets are part of the cycle network or bus priority routes, and hence understanding and managing the parking demand is critical due to the required road space reallocation.

Medium density housing near town and city centres is putting pressure on the balance between residents, staff and town/city centre visitors. Recently Tauranga City Council developed a residents permit parking scheme for the central city fringe area with one permit per household. This is problematic as there is still often more than one car per household. Christchurch City Council is also considering this approach in central Christchurch and some suburban fringes, due to demand for on-street parking related to housing intensification and commuters seeking free parking.

### Education

Although people driving motor vehicles are expected to know the Road Rules and to abide by them, a lot of human behaviour is conditioned by what we see other people doing. How often have we crossed a signal-controlled pedestrian crossing against the signal when someone else has done so? How often have we exceeded the speed limit as we followed another vehicle doing so?

Sometimes when we see something happen often enough, we assume it is legal, or at least socially-acceptable to do so. Parking on footpaths seems to be a case in point. So, it could be useful to provide reminders of what the Rules are about parking on footpaths. Councils could make use of existing opportunities that they have to communicate with the public regarding footpath parking. Road Safety Co-ordinators have a role to play in this given the associated safety impacts. Any such educational effort should be coordinated with central government and other councils through Local Government NZ.

Some councils have taken quite proactive approaches. Porirua City Council is one that stands out, having taken such an approach for several years. Its wardens visit every street in the city three times a year, warn people who park over footpaths and fine reoffenders. This is accompanied by social and other media work to reinforce the messages about what is acceptable and legal parking. Apparently, it has had a positive effect and parking on footpaths has decreased.

In 2023 Palmerston North City Council commenced a Let's Park Right campaign that was triggered by an increase in the number of people parking dangerously. They also maintain a webpage called Park right in Palmy! Among other messages it includes:

*Never park over a footpath - We know people don't intentionally choose to park over a footpath (well, we hope not!) but sometimes while waiting in the vehicle crossing or driveway, their car can cover part or all of the footpath.*

and

*Our footpaths need to remain clear for people to use. This is especially important for people with accessibility needs, mobility scooter users, and children. When footpaths are blocked, people have to either go onto a person's property or walk onto the road to get around.*

Hamilton City Council also runs a Park Smarter education campaign, making it clear what the fines are for illegal parking (Figure 3).



Figure 3 – Hamilton City Council Park Smarter poster

Some councils consider the issuing of infringement notices as being the most effective educational approach and the only one that is needed.

### Enforcement

Councils could take a stricter approach to enforcement so that if any part of a vehicle overhangs a footpath, the vehicle is regarded as illegally parked.

They could also increase resourcing for parking enforcement to enable more timely response to complaints and more proactive monitoring and out-of-hours enforcement. Some councils have adopted various technologies, such as vehicles equipped with automatic number plate recognition cameras, to make their parking enforcement more effective and efficient.

Living Streets has been advocating for councils to rely on Section 139 of the Land Transport Act (see earlier) to issue infringement notices for parking on footpaths based on photographs and reports submitted by members of the public. Obviously, the photographs and accompanying information would need to meet certain criteria.

Most councils currently require that their wardens go out to the site of the vehicle that is allegedly parked on a footpath but, often, when they get there, they are unable to find the vehicle in question. That's hardly surprising given the length of time it frequently takes for wardens to reach the site.

However, all Section 139 of the Land Transport Act requires is that a parking warden has reason to believe that an infringement offence has been committed to be able to issue an infringement notice. If when setting the law, Parliament had meant that it expected a warden to always go to see the alleged illegal parking for him/herself, it would have stated something along the lines of

*'If a parking warden witnesses that the user of a vehicle has committed an infringement offence ...'.*

The Land Transport Act was promulgated in 1998, before cell phones with cameras and internet

connections were common, so it is understandable that at that time councils adopted their current approach. However, technology has moved on and should be used to increase the effectiveness of enforcement just as cars fitted with number plate recognition cameras are being used.

With councils facing financial pressure, increased resourcing of enforcement is rather unlikely so utilising the thousands of volunteer eyes on the street makes a lot of sense. Two councils already use this approach. When Living Streets has discussed this approach with various other councils, the concerns they have raised include:

- 1) false accusations (doctored images) by neighbours 'at war'
- 2) the need for the person taking the photographs and submitting the report to testify in court that the photographs and report are accurate
- 3) that the photographs and reports contain sufficient information of high enough quality, clearly showing the offence being committed and the registration number of the vehicle along with the time and location
- 4) safety of members of the public.

Addressing these in turn, falsifying photographs can be prevented by requiring that they be taken within a third-party application such as Snap Send Solve. Doing so would also mean the metadata associated with the photographs would be protected and sent with the photographs to the council.

The number of infringement notices for parking that go to court for prosecution is relatively very small so few people would ever be called on to testify. Most cases that end up in court are councils seeking court-authorized bailiff collection of unpaid fines. Of course, if the person who made the report is required to testify but is unwilling to do so then prosecution couldn't proceed. But many people who are inconvenienced or endangered by vehicles being parked on footpaths may well be willing to testify if required.

Living Streets has received hundreds of photographs over the past few years showing vehicles parked over footpaths. In only a very small number of cases was the situation not clearly a breach of Road User Rule 6.14, primarily due to the photograph being taken at night or not being taken from far enough away to show the wider context of the situation.

The criteria for what must be shown and the information that must be reported could easily be made known by councils. For any photographs and reports that didn't meet the criteria, the council could simply provide feedback on how to take future photos to make them useful.

The concern about safety of members of the public probably reflects the increased safety concerns councils have for their parking wardens. Councils have particular responsibilities to parking wardens to try to ensure their safety as employees, but these responsibilities don't extend to members of the public who happen to send in reports of vehicles parked on footpaths.

Furthermore, parking wardens are readily identifiable and are out on the job for many hours each week whereas photographing a vehicle and making a report is incidental to a member of the public's main activity and they are unlikely to be seen doing so by the person who parked the vehicle on the footpath.

This proposed method could greatly increase the effectiveness of councils' enforcement activity by utilising the free services of members of the public to report and send in photographs of vehicles parked over footpaths. As mentioned, two councils already successfully use this approach.

## **The community**

Members of the community can contribute to efforts to decrease the frequency of people parking vehicles on footpaths by reporting any vehicles they see parked on footpaths to their local council. It is sometimes necessary to do this several times because sometimes a parking warden doesn't get there in time to see it for him/herself and sometimes people are just slow learners, and it takes several fines before they change their behaviour.

If people have reported vehicles parked over footpaths to their council and aren't satisfied with the result, they can advocate for a change of approach by the council, asking it to allow its wardens to use photographs and reports sent into them as sufficient evidence for them to issue infringement

notices.

People can also leave gentle reminders, such as Living Streets' Yellow Foot card<sup>1</sup> on windshields of vehicles parked on footpaths (see Figure 4). Some people have reported these to be very effective while others have said stronger action is needed.

The use of social media and YouTube clips can be powerful. In Australia, Guide Dogs NSW/ACT developed a 'Think Before You Park' video<sup>2</sup> that addressed a survey that found 77% of people with impaired vision had experienced difficulties getting around their communities because of vehicles parked across footpaths.

The authors have also observed social media neighbourhood group members posting footpath parking photographs (see Figure 4) and stating that such parking is not acceptable. Most of the comments made about the post support that view.



**Figure 4 – Community driven actions**

People could talk with people parking on the footpath if they see them, and if they feel confident enough to do so. This would involve explaining why parking on a footpath is illegal. It can be a conversation about who gets affected and the danger it may put them in without being a 'You shouldn't do it' kind of chat. Thinking in advance about a response to retorts like 'Well, where am I supposed to park then?' when parking isn't permitted on the roadway would probably be worthwhile.

Trade associations and businesses, such as delivery companies and tradespeople, could also play an important role by reminding their members and employees / contractors of the Rules and even incorporating a requirement to abide by them as conditions of contracts.

### **The individuals who are parking on the footpath – behaviour change**

Changing human behaviour is a complex issue. The reasons why people park on the footpath has been discussed but how to change the behaviour is likely to require a mix of strategies. There are strategies that can be used to drive behaviour change (Allen, 2021), for example:

- Legislation and regulation – establishing rules and enforcement mechanisms.
- Market forces and material incentives – using pricing, subsidies, and financial levers to encourage or discourage behaviours.
- Communication and education programmes – largely one-way efforts to raise awareness and provide information.

<sup>1</sup> Available by emailing yellowfeet [at symbol] livingstreets.org.nz

<sup>2</sup> <https://www.youtube.com/watch?v=ZgPKxJFEidE>

In the case of the footpath parking, all three of these strategies exist to some extent. Table 1 examines where we can do better in New Zealand.

**Table 1 – Behaviour change strategies and how to improve these**

Strategy	Where we need to improve
Legislation and regulation	It is illegal to park on the footpath, however the way it which it is enforced is not entirely clear in terms of evidence. This could be clarified by the issuing of guidance on accepting photographs and reports submitted by members of the public to councils.
Market forces and material incentives	The current infringement fine is too low to be an effective deterrent; this should be increased to align with the infringement of parking in a mobility space with no permit.
Communication and education programmes	Some councils do this well, others could follow suit. Local Government NZ could assist with co-ordination of a nationwide campaign (reoccurring every year).  Central Government (NZTA) could also educate drivers in this respect, as they do with other rules.

## CONCLUSIONS

As road users, pedestrians are entitled to infrastructure which is designed, built and managed to meet their needs. This includes footpaths being kept clear of obstructions of all sorts but particularly of parked vehicles.

Ultimately it is illegal to park on the footpath but enforcing the law can be difficult. Research into the scale of footpath parking occurring in New Zealand does not exist. Obtaining data from councils and the community is problematic. This paper sought to highlight the issue and investigate actions that could be taken to eliminate or reduce the incidence of footpath parking.

Changing human behaviour is a complex issue. The reasons why people park on the footpath are likely to be varied, but how to change the behaviour is likely to require a mix of strategies.

The recommended actions that could be taken by organisations and individuals are outlined below.

### Central government actions

- Create policy and funding that supports reducing car ownership in New Zealand.
- Increase the current infringement fee of \$70; to be more aligned with the fine for parking in a mobility space (\$750).
- Set key performance indicators for councils related to infringements in relation to complaints received.

### Local government actions

- Increase the effectiveness of enforcement by all means possible, including using modern technology but also by using reports and photos submitted by members of the public and meeting specific criteria as sufficient evidence to issue infringement notices.
- Running periodic public education/reminder messages concerning keeping footpaths clear for all pedestrians.
- Could Local Government NZ be a facilitator of co-ordinated campaigns?

## Community actions

- Report footpath parking - if councils don't know that a problem exists, they can't fix it.
- Raise awareness through social media.
- Use soft approaches direct to the offenders such as by using Living Streets yellow foot card.

So, can footpath parking be stopped? Probably not in the short term, but as a collective (central and local government and the community) we can take a range of actions to reduce its occurrence with the long-term goal of it being eliminated.

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