

Comprehensive Parking Management Plans - Summary

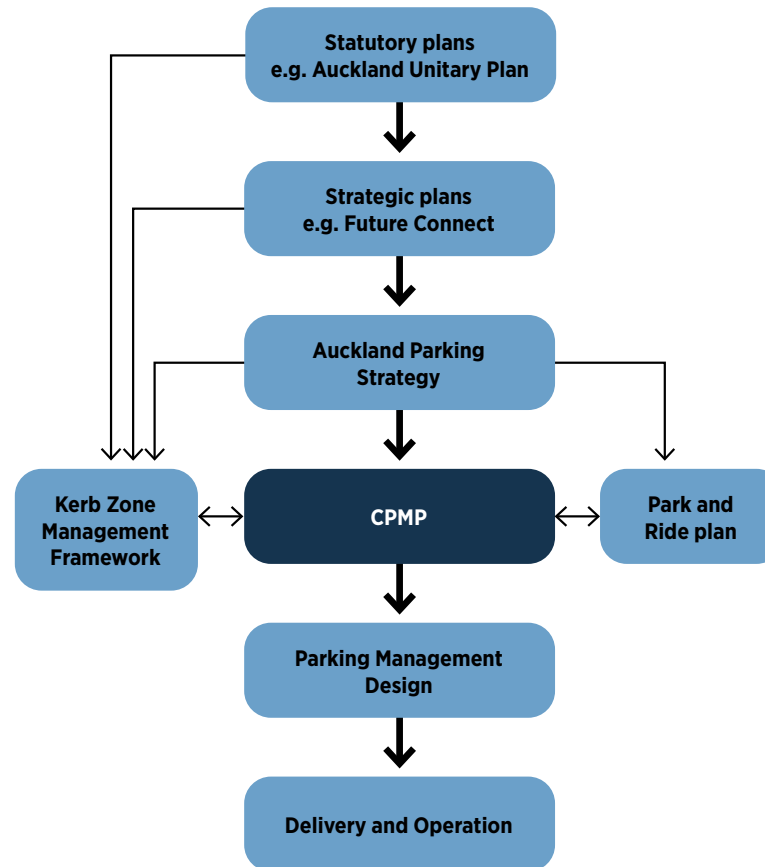
What are CPMPs?

Comprehensive Parking Management Plans (CPMPs) are detailed parking plans developed for a specific location. They provide a thorough assessment of the parking and broader transport environment in areas subject to existing or forecast parking demand pressures to identify issues and opportunities, and develop recommended changes to the public parking supply and kerb zone space.

They are developed with a strong strategic lens, linking proposed changes to the broader transport and land use system. They are the overarching strategy which lead to the detailed parking design plans for an area.

Developing CPMPs

The strategic context of CPMPs are shown in the diagram below



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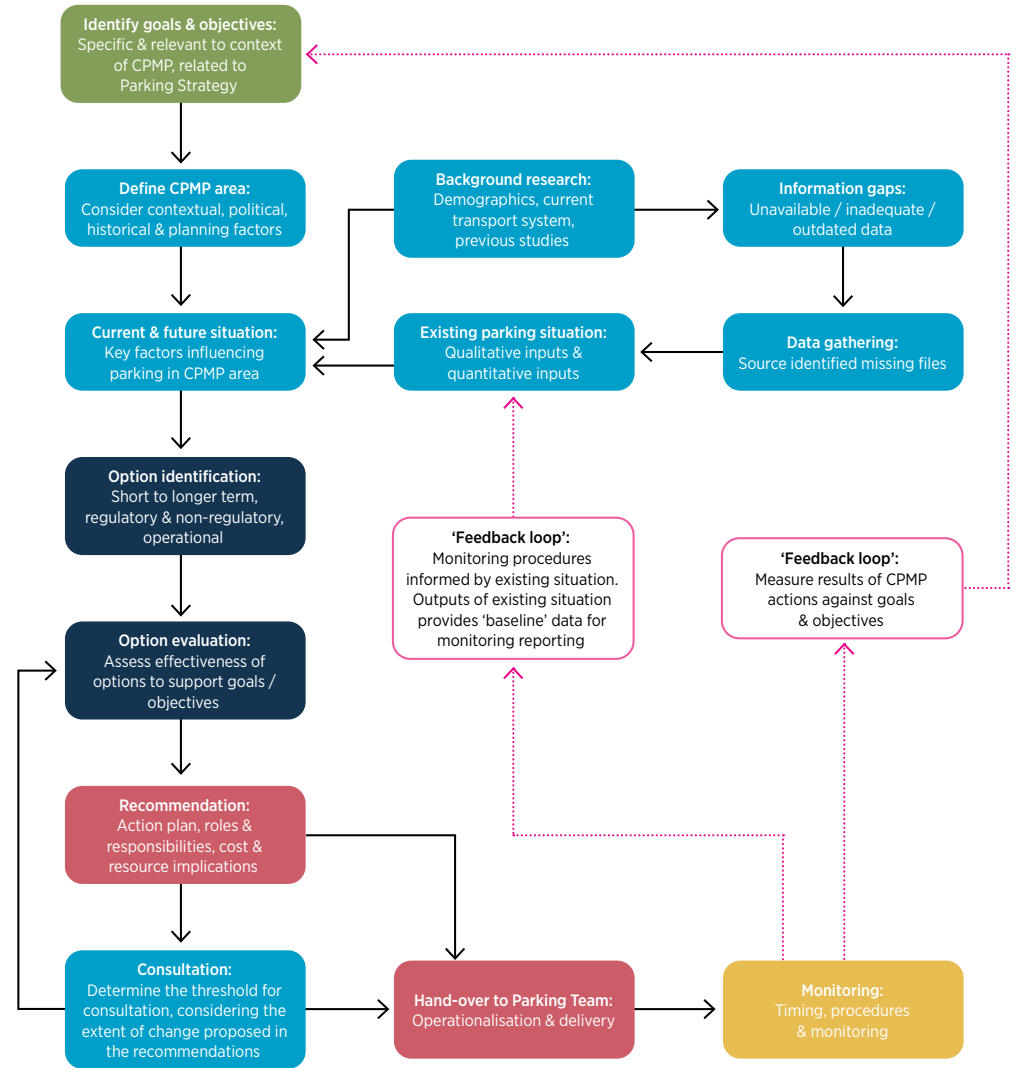


The scope of CPMPs

Typically, a CPMP will cover:

- Development of location-based parking management objectives that reflect the wider aspirations and direction of the Auckland Parking Strategy
- Analysis of existing and future transport and land use conditions, and the existing parking situation
- Identification of existing and future issues and opportunities related to parking and transport
- Identification of appropriate tools and methods for the location that would contribute to parking management objectives (e.g. shared parking) and which optimise the use of the kerb zone to reflect the wider demands on this section of the carriageway
- Analysis of the supply, location and management of centralised or consolidated public (off-street) parking facilities including stand-alone parking lots and buildings. This includes the divestment (or implications for redevelopment) of existing parking facilities
- A detailed plan for proposed changes, taking into account the analysis.

The Framework is suited to all scales of parking analysis: from a site to a street, from a centre to a suburb, with the process being summarised in the diagram adjacent.



Legend

- Option Identification and Evaluation
- Define Project Outcomes
- Data Collection and Analysis
- Recommendations
- Monitoring

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Consultation and Engagement

Public engagement on a CPMP will take place once the CPMP has been reviewed by the local board and feedback provided.

The nature of public engagement is dependent on the scale of change proposed and will be consistent with the public engagement policy in the Auckland Parking Strategy. Incorporating feedback on the CPMP proposals in the final document will help capture any outstanding issues that were not adequately addressed in the draft CPMP.

Listening to community views, including those of Local Boards, and gathering input into the development of the CPMP will help provide a stronger mandate for any changes proposed once the CPMP is operationalised/implemented.



Example of before and after kerb zone uses following a CPMP



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How will we prioritise locations

Some parts of the city will require action earlier than others due to a range of factors. Consequently, the programme of CPMPs for Auckland will be delivered over a ten-year period, in line with the Regional Land Transport Plan 2021-2031 (RLTP) work programme.

The development and roll-out of CPMPs will be prioritised based on several factors, including the regional 'tiered parking management' approach outlined in the Parking Strategy. This approach will also mean that we can incorporate the lessons and successes of earlier CPMPs throughout the remainder of the programme

Taking the planned and expected changes to the transport and land use system into account, AT has developed a prioritised programme for the roll-out of CPMPs across the region. This will allow for a proactive response to potential parking issues that may arise from:

1. the type, scale and extent of activities that are present now, or those expected in the future, and/or
2. the extent and timing of change, informed by objectives and problem definition.

While we have prepared an initial prioritisation of the locations of interest, the prioritisation may change due to unexpected external factors such as new business or housing developments. The starting point for the prioritisation is that Tier 3 areas will require the most urgent action.

While the nature of activities provides a reliable indication of the need for parking management, other characteristics can influence parking demand, and the need for parking management. The most common changes that can influence the need for parking management include:

- Intensification/land use changes (eg redevelopment of a low density shopping centre into mixed-use development)
- Transport changes (eg a new high frequency bus route)

