

# The Kerb Zone Management Framework – Summary

## Introduction

The Kerb Zone Management Framework (KZMF) outlines how Auckland Transport (AT) will manage the kerb zone space to better meet the needs of road users. The KZMF is guided by the Auckland Parking Strategy 2022 and will primarily be used as a guide when preparing Comprehensive Parking Management Plans (CPMPs).

## What is the kerb zone?

The kerb zone includes both the space between the property boundary and kerb (usually containing the berm and footpath) and also the lane adjacent to the kerb.

Historically, kerb zone space has been used for walking and car parking. But as the needs of Aucklanders change, and the number of ways we use kerb zone space increases, we need to more actively manage this space to ensure its best use for Auckland as a whole.

The diagram displays some of these kerb zone uses, highlighting the complexity and many different interactions within this space.

### The four key kerb zone challenges

- Use of the kerb zone does not align with strategic direction for land use or transport
- Lack of access for goods, services, and passenger pick-ups/drop offs
- The need to rapidly reduce greenhouse gas emissions from transport
- Insufficient space for people on our streets.

#### Parking

- vehicle parking
- mobility parking
- bus stops/layover/taxi stand
- loading zones
- Pick up drop off

#### Movement

- general traffic
- footpath and crossings
- cycle facilities
- shared path
- special vehicle lanes e.g. bus/T2/T3/freight lanes

#### Place

- signage
- wayfinding
- outdoor dining
- seats
- planter boxes
- water fountains
- bollards

#### Utilities and green infrastructure

- water
- electricity
- wastewater
- overhead e.g. streetlights
- raingarden
- swales
- bio retention
- catch pits
- stormwater pipes
- wastewater pipes

#### Council services

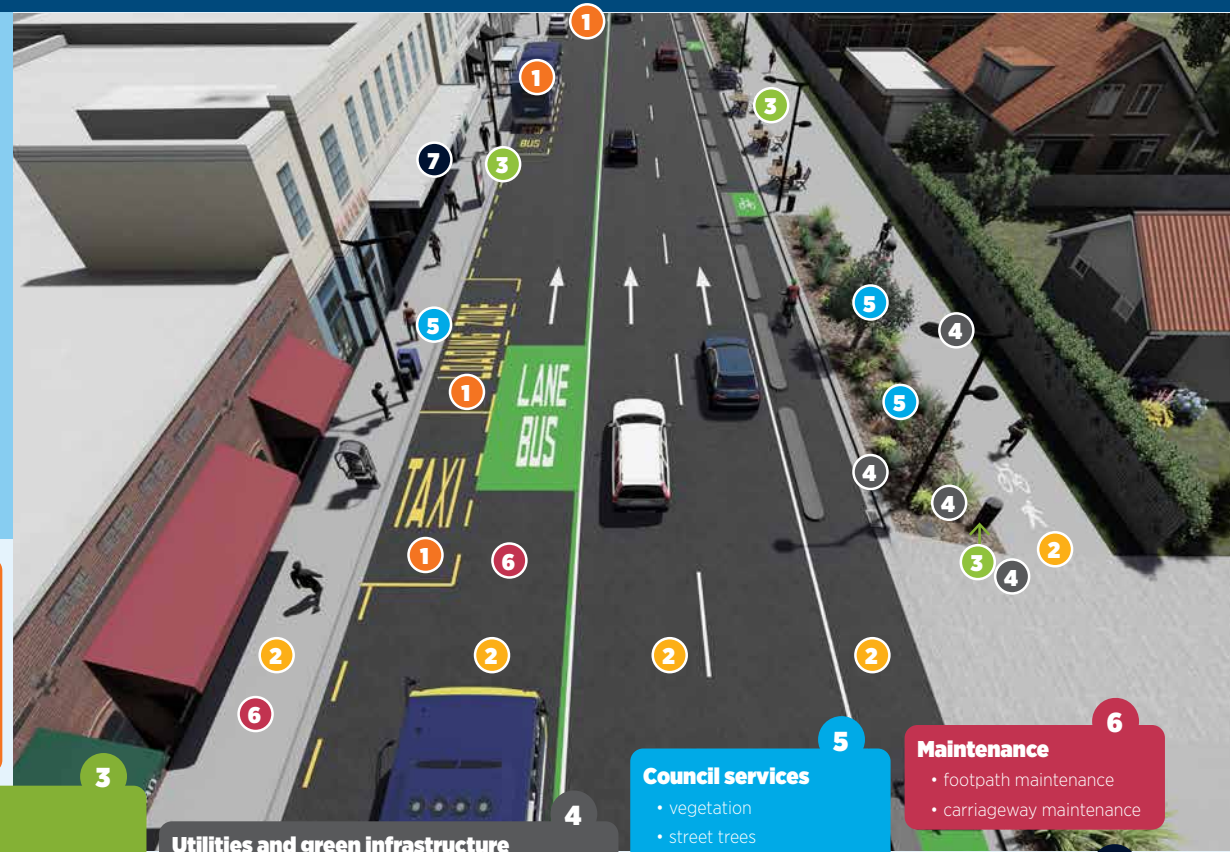
- vegetation
- street trees
- planter boxes
- grass berms
- green roofs/walls
- rubbish bins
- rubbish collection
- post boxes

#### Maintenance

- footpath maintenance
- carriageway maintenance

#### Private

- Awnings
- Retaining walls
- Standalone billboard
- Enhanced street sign



# The Kerb Zone Management Framework – Summary



## How AT proposes to manage the kerb zone

The KZMF ties in closely with the Auckland Parking Strategy and as such shares similar objectives. In addition to the Parking Strategy objectives, four additional objectives have been developed for managing the kerb zone:

- Allocation of space (particularly at times of peak demand) supports the provision of transport choices beyond just single-occupant vehicles.
- Allocation of space in the kerb zone should support the transition to a low carbon transport system.
- The kerb zone must be safe for all users and changes to the kerb zone should reflect AT's Vision Zero approach to safety.
- The use of the kerb zone should reflect the Place function of a location and recognise the role and needs of adjacent land uses.

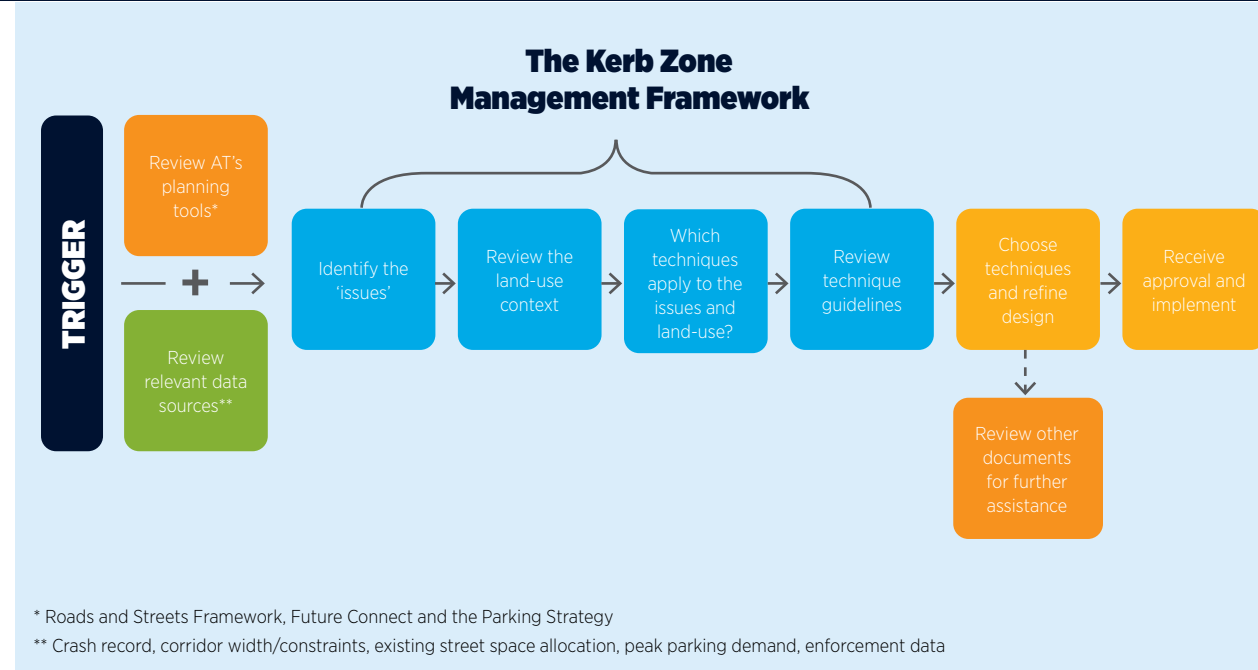
## How the KZMF works

The KZMF provides guidance on which management techniques are appropriate for different contexts. To do this, the KZMF first identifies the problem in an area and the type of land use in that area.

Each of the techniques is assigned a weighting for how effective they are at addressing each problem and how appropriate they are for each different land use context.

When these two inputs are combined, they filter the techniques to show which are the most effective for the combination of problem and land use.

Planners and designers will then be able to include space for the appropriate techniques in their street designs to get better use out of our limited kerb zone space.



## When will the KZMF be used?

Eight key triggers have been identified which would result in the need to follow the KZMF.

- Comprehensive Parking Management Plan (CPMP) required for an area
- Place function of a street increases through changes in land use
- Peak vehicle parking occupancy exceeds 85%
- A large-scale development is lodged (per the Service Level Agreement with Council for reviewing resource consent applications)
- Plan Change is lodged
- Enforcement issues (e.g. number of infringements issued)
- Increasing the area of a carriageway
- Project to reallocate road space.

Place function represents the catchment of a road or street and its adjacent land use as a destination in its own right. A simple way to picture this is to consider how far, and how many people are prepared to travel to go there. More information about Place function can be found in the Roads and Streets Framework: <https://at.govt.nz/about-us/transport-plans-strategies/roads-and-streets-framework/>

# The Kerb Zone Management Framework – Summary



## The kerb zone management techniques

The kerb zone management techniques that are used in the KZMF are listed below. This is not an exhaustive list of possible uses of kerb zone space, but it is a list of techniques that address some of the common problems and are suitable for application in Auckland.



Greening (ie planting) the street



Outdoor dining



Loading zone management (including bookable loading zones)



Pick-up/drop-off zones (PUDO)



Raised loading zones



Reallocation of parking space to improve walking



Shared mobility hubs



Reallocation of parking space to install priority lanes for public transport, high occupancy vehicles, freight, and cycling.



Bicycle and scooter parking



Centralised waste storage.



Parklets and placemaking

These techniques will be combined with the existing parking management techniques (e.g. pricing and time restrictions) and together provide a more complete picture of the possibilities for use of the kerb zone space. In some cases, there won't be any need to change how the kerb zone is currently used.

The framework is flexible and can accommodate new techniques as required. Some of these techniques will require further work to develop design standards or to update regulations to enable them.

