

18pt

Draft Auckland Parking Strategy— Summary

April 2022



**Auckland Council:
Te Kaunihera o Tāmaki Makaurau**

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Notes for the Large Print Reader

Print page numbers are indicated as:

Page 1

Main text is in Arial typeface, 18 point.

Headings are indicated as:

Heading 1

Heading 2

Heading 3

Heading 4

Omissions and alterations

The typeface has been enlarged in most of the diagrams.

Transcriber's Notes

Some page layouts have been edited for clarity.

Transcriber's notes are indicated with **[TN]** and are in a separate box where possible.

The transcriber has changed or added some directions (e.g. "See opposite" is changed to "See below.")



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Summary of the Auckland Parking Strategy

April 2022

Overview

What does this summary cover?



This summary provides an overview of the key elements of the draft Auckland Parking Strategy (draft Parking Strategy). The aim of the document is to highlight the parts

of the draft Parking Strategy that are likely to be of interest to most people. To view the full strategy please visit [AT.govt.nz/parkingstrategy](https://at.govt.nz/parkingstrategy).

Who owns and controls parking in Auckland?

Auckland Council controls all the publicly owned off-street parking in Auckland. Auckland Transport (AT) manages some of this parking on their behalf.

For example, the decision to construct a new publicly owned off-street parking building would be made by Auckland Council, and once the building was constructed it would be handed to AT to manage.

AT controls and manages all the publicly owned on-street parking in Auckland.

Privately owned parking is managed by private property owners, such as home owners, business owners, and companies that own off-street parking buildings.



Publicly owned parking

Privately owned parking

Managed by AT

- On-street parking
- AT managed off-street parking areas and buildings (e.g. Victoria Street Carpark)
- Park and rides

Managed by private property owners

- Off-street residential and business parking
- Off-street parking areas and buildings owned by private companies

What do we need parking for?



Car parking



Bike parking



Scooter parking



Motorbike parking



Delivery vehicle parking



Passenger pick up



Mobility parking



Bus layover

How we developed the draft Parking Strategy

Early to mid 2021

- Discovery of parking issues and opportunities
- Policy analysis and ensuring strategic alignment
- Workshop with Auckland Council's Planning Committee

Jul to Aug 2021

- Workshops with local boards
- Developed draft "Principles" and "Approach to parking management"

Sep to Oct 2021

- Made changes in response to local board and Planning Committee feedback

Early Nov 2021

- Planning Committee endorsed draft "Principles" and "Approach to parking management"

Nov to Dec 2021

- Discussion Document released to promote a conversation with Aucklanders about parking
- Developing policies

Jan to Mar 2022

- Use feedback to guide draft Parking Strategy
- Get permission to consult on the draft Parking Strategy from AT Board and Planning Committee

Apr to Jun 2022

- Public consultation on draft Parking Strategy
- Local boards provide feedback in consideration of public feedback
- AT to make appropriate changes based on feedback

Mid 2022

- Final Parking Strategy submitted for endorsement to Auckland Council's Planning Committee
- Submit for approval to the AT Board

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What is the draft Parking Strategy?

The draft Parking Strategy provides the guiding principles and policies for the planning, supply, management and removal of on-street and AT-controlled off-street parking in Auckland. It helps to deliver Auckland's strategic transport objectives (see Page 8, "Strategic transport objectives").

This new strategy replaces the 2015 AT Parking Strategy. It is needed due to significant changes to central and local government policies, and to respond to and guide Auckland's growth. Key policy changes include a greater

focus on land use intensification, encouraging transport by modes other than the private motor vehicle, requirements to tackle climate change and to create a safer transport system.

How can you get involved?

Here's how you can have your say:

- Online Survey: [AT.govt.nz/parkingstrategy](https://at.govt.nz/parkingstrategy)
- Contact us to request a form
- Email: <mailto:parkingstrategy@at.govt.nz>

Want to talk to us?

- Phone: (09) 355 3553
- Email: parkingstrategy@at.govt.nz
- Talk to us in person: visit [AT.govt.nz/parkingstrategy](https://at.govt.nz/parkingstrategy) for details

Give your views until **Sunday 15 May 2022.**



What happens next

- We will consider your feedback and use it to help finalise the Parking Strategy.
- A report will be prepared that outlines the feedback received, our final decisions and any changes to the Parking Strategy. If you provide your contact details, we will notify you when the report is available.

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Auckland's transport system

Strategic transport objectives

AT, Auckland Council, and the New Zealand Government have agreed on the following strategic objectives for Auckland's transport system.

These objectives acknowledge that it is not sustainable or efficient to grow Auckland in a way that is heavily reliant on private vehicles and ever-widening roads to get around.

- **Improve the resilience and sustainability** of the transport system and significantly reduce the greenhouse gas emissions it generates.
- **Accelerate better travel choices** for Aucklanders.
- **Better connect** people, places, goods, and services.

- **Making the transport system safe** by eliminating harm to people.
- **Enable and support growth**

The current transport system

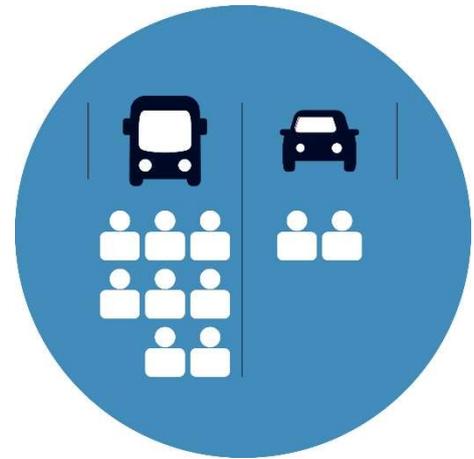
Many people ask "What's wrong with the current car-focused transport system?" Can't we just invest more money to improve journeys for people in cars? Below are some insights into the shortcomings of a transport system that focusses too much on travel by private motor vehicles.

Building more roads won't fix congestion, it will probably make it worse

- As we widen roads the new capacity is quickly taken up by new car trips.
- This happens because as congestion gets worse people avoid car trips during certain times of day, take alternative routes, or travel by transport modes other than the car. When the road capacity increases many of these people decide to start travelling along the route by car again and so the new capacity fills up quickly. This new traffic also spreads congestion to other parts of the road network.

Private motor vehicle infrastructure requires more space

- One bus lane can transport over four times as many people per hour than a general traffic lane yet requires a similar amount of space. Another way to look at it is, if we want to transport 8,000 people per hour along a route, we could build four traffic lanes, or build one bus lane.
- Transport infrastructure becomes more expensive if it requires more land. Wide roads also divide communities and take up space that could be used for housing, businesses, recreational activities, parks, and green spaces.



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Travel by private motor vehicle creates more carbon emissions

- 43% of Auckland's carbon emissions come from private vehicle travel.
- Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan sets the goal of halving Auckland's greenhouse gas emissions by 2030
- Electric cars will play a large part but converting everyone to using electric cars doesn't solve the other problems caused by a car-focused transport network.

Historically Auckland has under-invested in public transport, cycling, and walking

- This has limited viable travel choices for Aucklanders and entrenched reliance on the private motor vehicle.
- Due to limited transport choices in many locations, those who cannot drive are restricted from accessing some services and opportunities.

Diminished safety and less attractive neighbourhoods

- The number of deaths and serious injuries on roads in Auckland is far too high. We need to urgently change the transport system to enable more people to use safer modes and travel in safer ways.
- Generally, busy roads and parking reduce the attractiveness of communities.
 - They create barriers, making it harder to get around the community by foot, bicycle, or scooter. For example wide busy roads are harder to cross.
 - They take up space that could be used for gardens, parks, and other green spaces.
 - Busy roads create noise and pollution.

A more dispersed growth pattern in Auckland (urban sprawl)

- A transport system focused on private motor vehicle use encourages developments further away from

employment, retail, and recreational opportunities. This "sprawled" growth has taken up productive rural land and meant investment in the transport system must be spread across a larger area. For example, this means it costs a lot more to run buses frequently, and to maintain the larger road network.

- It also means many people have no choice but to drive long distances to get to work and to meet their everyday needs.
- A transport system with a range of travel options encourages more sustainable development near town centres, employment centres, and public transport connections.

Auckland's transport system continued

The way forward for Auckland's transport network

It is clear that we need to grow the city in a more sustainable, environmentally friendly, and efficient way that provides better and safer travel choices. To achieve this, AT and its partners are working to repurpose the transport system, some initiatives we are implementing to achieve this include:

- Ongoing major investment in Auckland's public transport and rapid transit network through projects

like the City Rail Link, the Eastern Busway, Light Rail, increased frequency of rail and bus services, and new bus services.

- Improvements to Auckland's cycle and micro-mobility network and associated facilities, including the delivery of over 200 kilometres of safe cycling facilities over the next decade.
- Coordinating transport investment with key growth areas to improve their travel choices. This will support more intensive development, which will increase the viability of further improvements to public transport.
- Implementing our Vision Zero Safe System approach. This includes investing \$700 million to address black spots and other high-risk parts of the network, as well as a comprehensive speed management programme.
- Continuous improvements to the way our customers experience the public transport, cycle, and micro-mobility networks, along with promotion and education to highlight the opportunity to shift to more sustainable travel modes.
- Investigating "the Congestion Question" road pricing scheme to help address congestion across the network.



How does parking fit in?

If we want to maximise the value of investing in public transport, walking, and cycling we need to manage parking in a way that encourages people to use these travel options, and that also supports more intensive land development. The section below explains:

- The issues created by current parking management practices.
- The benefits of better parking management.

The issues created by current parking management practices

Parking is an important component of the transport system, and has many positive impacts, including:

- Making it easier to access work, education, recreational, and social opportunities.

- Supporting access to town centres and other retail areas.
- Space for goods deliveries and service vehicles (loading zones).
- Improving accessibility for people with mobility needs (mobility parking), and other people who are unable to use active or public transport.

Ideally car parking would play a supporting role in the transport system, by extending access to places outside the reach of public transport. Unfortunately, the ample supply of car parking in Auckland has contributed to some significant issues, including:

- Encouraging private vehicle use, and therefore the problems with the current transport system outlined above (see ["What's wrong with the current transport system?"](#)), page 8). For example, because parking requires space, the need to provide onsite car parking can result in lower density developments and contribute to urban sprawl.
- Under-utilisation of kerb side space. In many locations different uses of kerb side space would generate more benefits to local communities and the wider public (see ["the benefits of better parking management"](#) below).

How does parking fit in? continued

The benefits of better parking management

Better utilisation of space

Converting space to bus/T3/T2/freight/traffic lanes, cycleways, and footpaths:

- Means we can transport more people or goods using the same amount of space.
- Increases the people-carrying capacity of roads leading into town and metro centres and increases the number of people that can remain in the centre (as the number of people that can visit is not constrained by parking availability).
- Frees up the roads for the likes of freight, trades people, and emergency services.
- Can reduce travel times and improve travel time reliability.
- Improves the safety of vulnerable people such as pedestrians and people on bikes.

Convert space to make the environment more attractive and enjoyable:

- More gardens and green spaces.
- Wider footpaths.

- More public spaces and street furniture, providing places for people to socialise and rest.
- Outdoor retail space, such as markets and outdoor dining.
- More trees and vegetation to absorb CO₂ and reduce flooding from heavy rain.

Convert space to loading zones, or other types of parking, such as mobility, bicycle, or micro-mobility (e.g. scooter) parking:

- Makes it easier for truck drivers and couriers to deliver goods to businesses.
- Improves access for people with accessibility needs.
- Improves access for space-efficient, more environmentally friendly transport modes such as bicycles and scooters (i.e. people can easily find somewhere to park their bicycle or scooter).



Increased parking turnover and reduced commuter parking

Introducing time limited parking or paid parking can:

- Help to ensure there are parking spaces available by increasing parking turnover. This can be beneficial for town centres as it increases the number of shoppers that can use each car park over the course of a day.
- Discourage commuter parking. This may reduce parking pressure around town centres and residential areas and encourage people to choose sustainable transport modes.

Decreased costs and construction timeframes for transport projects

Aucklanders have told us they want things done quicker. A better approach to parking management can reduce construction timeframes and costs.

Widening road corridors beyond their current boundaries may require property purchases and the removal of houses, buildings, and businesses. Not only can this uproot people's lives, but projects also become significantly more expensive and can take many years to deliver.

By utilising the existing kerb side space currently used for parking we can save time and money by avoiding property

purchases and limit the amount of construction required. This means we can deliver projects quicker and deliver more projects with the funding available (better utilising public funds).

Prevents developers passing on the costs of parking to rate payers

To help address the negative impacts of urban sprawl and low-density development (cities growing outwards and not upwards), the National Policy Statement on Urban Development directs Auckland Council to remove requirements for carparking to be provided as part of new developments. This means that developers can decide how much (or how little) onsite parking they provide.

The intention is to encourage more intensive developments (such as apartment buildings), help to create a more compact city, and reduce the private supply of parking (all of which will help get more people travelling by public transport, walking, and cycling). However, it does create the potential for parking to spill out onto surrounding streets.

To respond to this issue, the draft Parking Strategy proposes that accommodating "overspill" parking from these developments should be the lowest priority use of kerb side space. This means that activities that bring more public benefit will have priority to use this space.

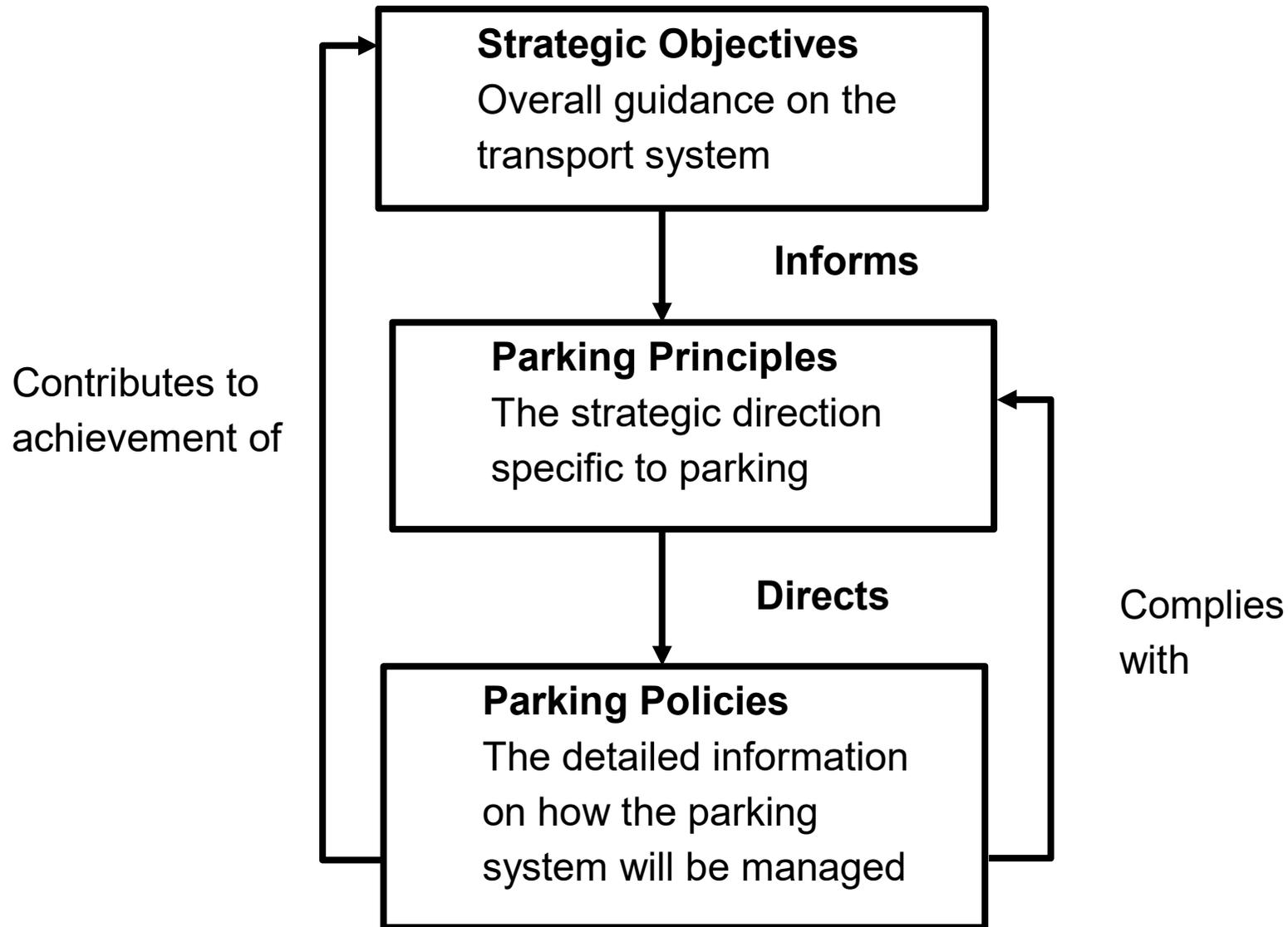
The changes signal to developers that they can't simply pass on the costs of parking to ratepayers. People

considering buying a house or renting a property will also need to think about their parking needs as Aucklanders will not be able to rely on the road for overnight parking (especially in Tier 2 and 3 parking management locations—see ["Overview approach to parking management"](#) on page 16).

Summary of the draft Parking Strategy

The core elements of the draft Parking Strategy are as follows:

[TN]: See diagram on next page.



To help deliver the strategic transport objectives we developed a proposed [Overview Approach to Parking Management](#) (see page 16). This approach was then enshrined in the Parking Principles and Policies.

The Parking Principles set the direction for AT's approach to parking management and the Parking Policies provide more detail as to how parking will be managed on the ground. Each Parking Policy can be linked back to at least one Parking Principle and the way we manage parking on the ground should be consistent with both the Parking Principles and Policies.

For example, Parking Principles VI-X outline AT's proposed tiered approach to parking management, then the On-Street Parking Policy provides more detail as to how that approach will be implemented on the ground. Our approach to parking management in any location across Auckland will then depend on the parking management tier that location falls within and will be consistent with the policy direction for that location.



Key proposals in the draft Parking Strategy

Below is a summary of some of the key elements of the draft Parking Strategy, it covers the changes we think people will be most interested in. The sections below cover the following:

Overview approach to parking management

- Grouping Auckland into parking tiers
- Parking management on the Strategic Transport Network

Parking Principles

- Lists all the parking principles

Parking Policies

- Provides an overview of some of the key policies of interest
- Outlines the key aspects and implications of these policies

If you want to understand all the proposals then please read the full document which is available at

[AT.govt.nz/parkingstrategy.](https://www.transport.govt.nz/parkingstrategy/)

Overview approach to parking management

Grouping Auckland into parking tiers

A key piece of feedback during the development of this draft strategy is that our approach to parking cannot be the same across Auckland as transport options vary from place-to-place. Consequently, the approach in the draft Parking Strategy reflects the transport and land use characteristics of each location. This is a more equitable approach to parking management and will ensure that parking interventions are appropriate for the local context.

For example, in areas with better access to public transport and denser land use activities we propose managing parking proactively and in a way that prioritises and encourages travel by modes other than car.

"Proactively" means we will start working with local boards and their communities to develop parking management plans that align with this strategy. These plans will be developed and implemented over the next 10-years.

In areas with less access to public transport and less dense land use activities we propose to manage parking responsively. "Responsively" means that generally we will act when parking issues arise, such as high demand or safety issues, or when the transport and land use characteristics of the area change. In those situations, we

will determine the most appropriate parking management response.

We have assessed the transport and land use mix across the region and put each area into one of the following three tiers:

- Tier 3—High Readiness for Change
- Tier 2—Moderate Readiness for Change
- Tier 1—Low Readiness for Change

Over the next 10 years we will work with our communities to develop and implement parking management plans for all Tier 2 and 3 locations.

[TN]: See next page.

Tier 3

City centre, metro centre (within 45 min public transport from city centre)

+ Rapid transit station

- Tier 3—parking will be managed proactively and in a way that prioritises/encourages most travel to be undertaken by modes other than the car.

Tier 2

Town centre, mixed use, terrace housing and apartment building, stadium, hospital, tertiary education

+ Multiple frequent transit network routes

- Tier 2—encouraging a shift to sustainable modes for commuting while still supporting short-stay parking.

Tier 1

Mixed housing urban and below

+ Multiple connector or 1 frequent transit network route or less

- Tier 1—manage parking responsively (i.e. respond to issues as they arise).

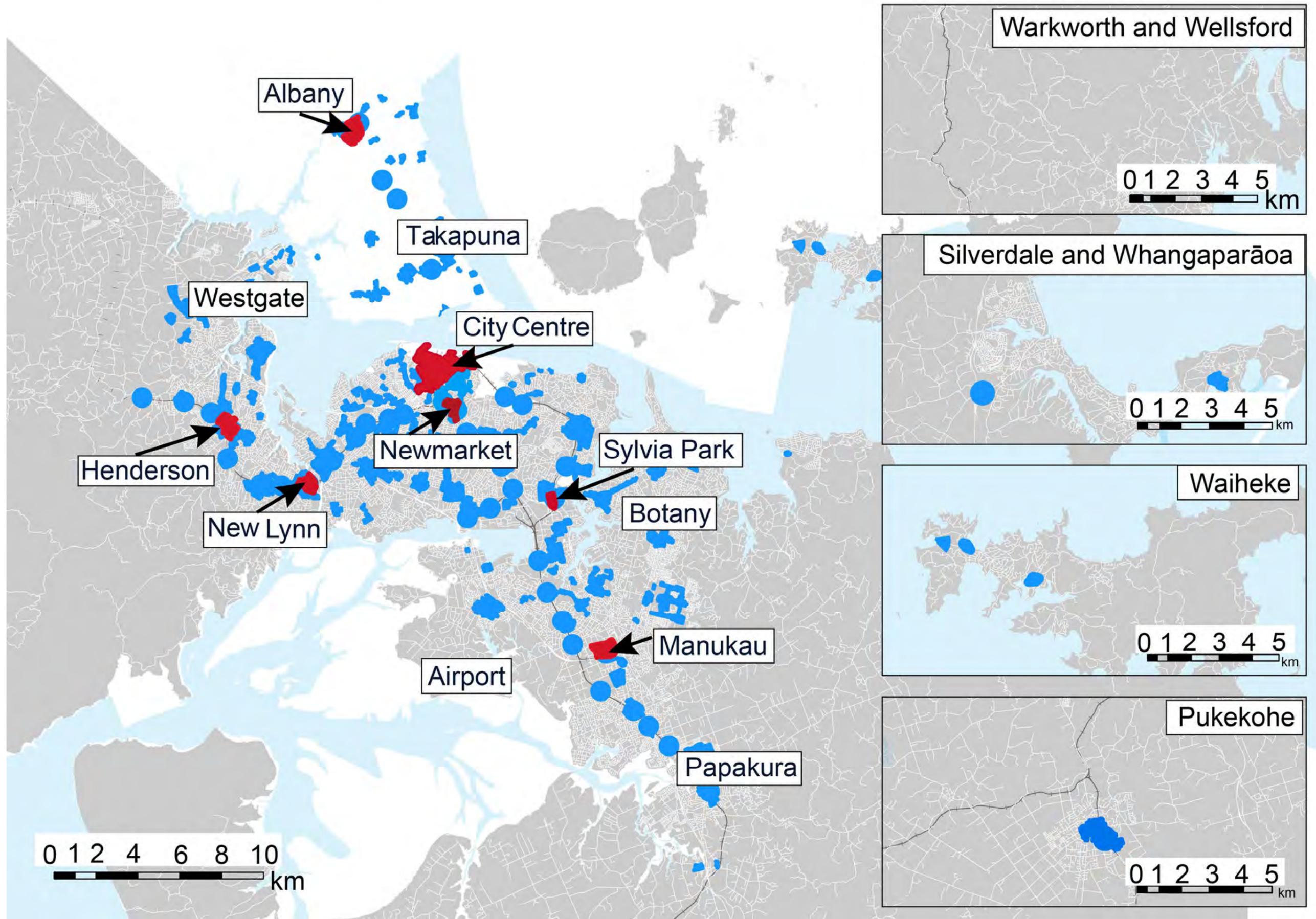
Map 1–Parking management tiers

[TN]: See map on next A3 foldout.

Concept only and subject to refinement. Map is based on land use zoning and planned public transport network in 2031. Parking management will vary depending on actual land use and transport network development. Areas will also change tiers as land use and transport changes over time. Delivery is planned over the next 10 years.

Key to map:

	Tier 3 - Proactive parking management in areas of highest demand
	Tier 2 - Proactive parking management in areas of highest demand
	Tier 1 - Responsive parking management in areas of high demand or safety issues



Key proposals in the draft Parking Strategy continued
Overview approach to parking management continued

Strategic Transport Network

The Strategic Transport Network consists of the main transport routes that transport people and goods throughout Auckland. They are predominantly roads, but also include railway lines, busways, and off-road cycleways.

The Strategic Transport Network needs to carry as many people as possible in the space available. To achieve this in a way that is attractive and safe for people many of its roads will be repurposed or modified to allow for faster and more frequent public transport and dedicated safe access for cycles, micro-mobility devices and walking. At the same time use of motor vehicles will be made as efficient as possible through a variety of management systems. At this stage, about one fifth of the roads on the Strategic Transport Network are proposed for improvements over the next 10 years.

It is important we deliver these improvements in a timely and cost-effective manner. Widening these corridors beyond their current boundaries requires extensive land purchases, and often includes the removal of houses, buildings, and businesses. Not only can this uproot

people's lives, but projects also become significantly more expensive and take many years to deliver.

By utilising kerbside space currently allocated to parking we can save time and money by avoiding property purchases and limiting the amount of construction required. This means we can deliver projects quicker and deliver more projects with the funding available.

To ensure these outcomes, the parking principles direct that parking is the lowest priority use of space on the Capitals—Strategic Transport Network. This means that space for projects that improve safety or transport options (such as establishing bus lanes) will be provided by repurposing parking, rather than widening the road. AT will still seek public feedback on these projects, but parking will only be retained in exceptional circumstances.

About 15% of Auckland's roads are part of the Strategic Transport Network. At this stage around 20% of the roads on the Strategic Transport Network are proposed for improvements over the next 10 years.



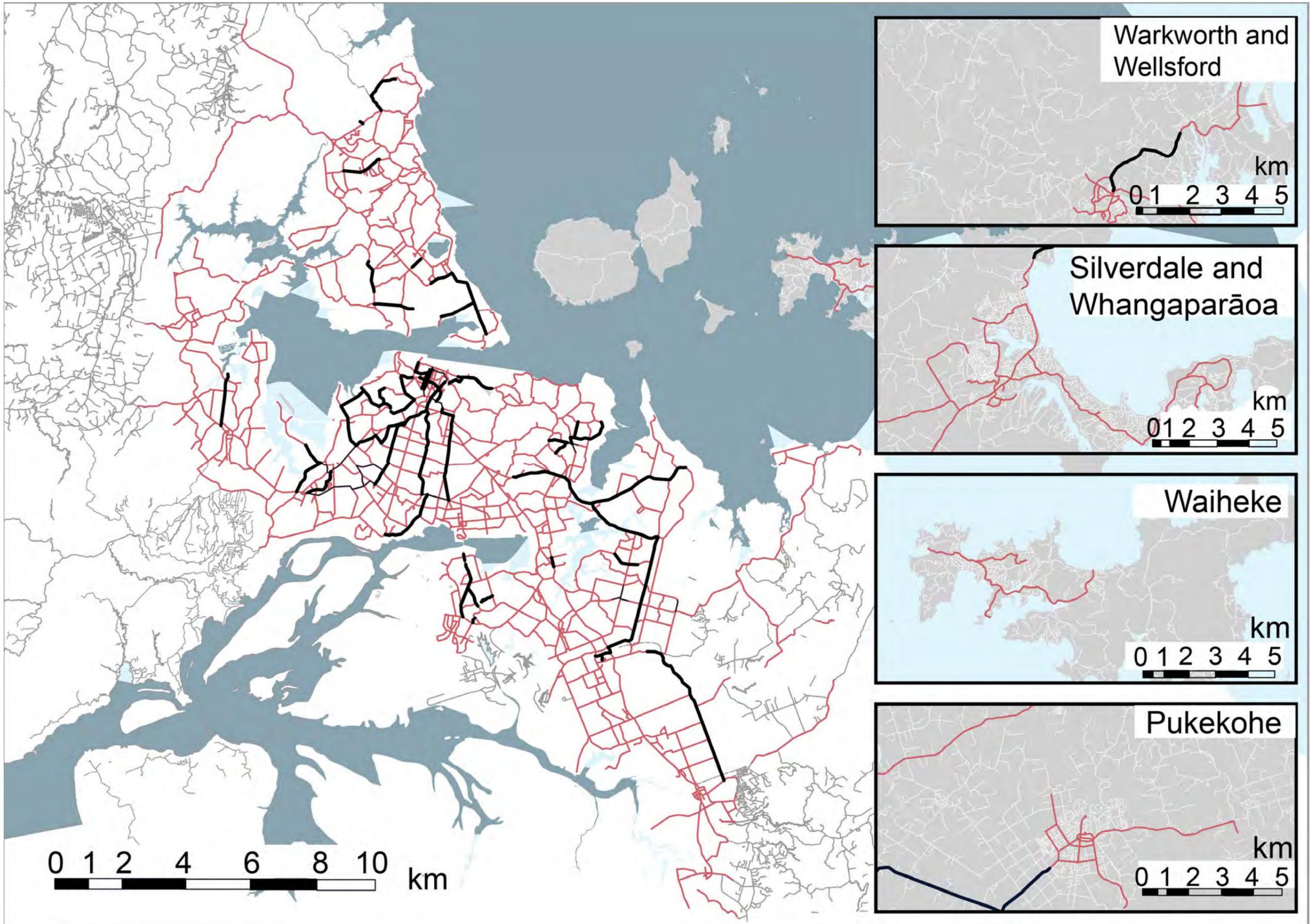
Map 2—Strategic Transport Network

[TN]: See map on next A3 foldout.

The map shows the Strategic Transport Network for which the principle of automatic parking removal for projects that deliver strategic transport priorities, except in exceptional circumstances, applies. Larger projects currently planned for implementation over the next ten years are also identified. However, it is important to note that not all projects are shown, as some are still early in the planning process. For example, around 60 kilometres of safe cycle and micro-mobility infrastructure projects to occur on the Strategic Transport Network are still to be finalised. Also note that minor changes to the Strategic Transport Network will occur over time. Use the online version of the map to see the latest version.

Key to map:

-  Strategic Transport Network (on AT roads)
-  the Strategic Road Network identified for improvements in the next 10-years (any available parking to be repurposed)



Parking Principles

Principles guiding how we approach the management of parking over the next decade.

Principles guiding the role of the road corridor, and the role of parking within the road corridor

i. The road network is a valuable public asset that needs to be managed to benefit all Aucklanders. Acknowledging this, parking will be supplied and managed in a way that helps deliver:

- the Government Policy Statement for land transport 2021
- the Auckland Plan 2050
- Auckland's strategic objectives for transport other agreed strategic planning documents, policies, and tools (Future Connect, The Roads and Streets Framework etc).

ii. To align with government and council direction we need to ensure that the way we manage parking:

- encourages travel by sustainable and efficient transport modes such as PT and cycling
- prioritises trips by modes other than private motor vehicles

- enables kerbside space to be utilised for more beneficial activities.

iii. Kerbside space will typically be allocated in the following priority order:

- 1.** To ensure and improve the safety of people using the transport system.
- 2.** To preserve existing property access (e.g. retain existing property accesses and also accommodate vehicle movements to access properties)
- 3.** To support the movement of people (e.g. allocate space for PT, cycling, walking, freight, and general traffic in accordance with the Strategic Transport Network).
- 4.** Public space improvements, such as public spaces for seating, plantings and trees, and outdoor dining areas.
- 5.** Mobility parking
- 6.** Specialty parking such as loading zones, car share parking, CAM parking, motorbike parking and electric vehicle parking
- 7.** General vehicle parking
- 8.** General vehicle parking to accommodate overflow parking from developments that occurred after September 2013.

Priorities 3 and 4 can be switched to reflect the local characteristics, for example movement of people is more important on the Strategic Transport Network but

enhancing the local environment could be more important in locations such as town centres.

iv. Vehicle parking is the lowest priority use of kerbside space on the Strategic Transport Network and will automatically be repurposed to provide space for projects that increase the movement of people and goods, except under exceptional circumstances.

v. Principles I-IV need to be applied in a way that is consistent with Principles VI-XIII below.

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Principles guiding how the approach to parking management should be applied to different locations across Auckland

vi. Auckland is a large and diverse region, with varying levels of access to PT and differing land use patterns. To recognise this, the parking implementation approach will be dependent on and tailored to the transport and land use characteristics, and community needs of each location.

vii. In areas with the highest readiness for change (i.e. good access to PT and denser land use activities) parking will be managed proactively and in a way that prioritises/encourages travel by modes other than the car. A broad approach to the management of AT controlled parking is proposed.

viii. For areas with moderate readiness for change, we will focus on encouraging a shift to sustainable modes for commuting while still supporting short-stay parking.

ix. In areas with lower access to PT and less dense land use activities, we will manage parking responsively (i.e. respond to issues as they arise).

x. The parking management approach for an area will be updated as the PT and active modes networks improve, and land uses change (e.g. land use intensifies in an area).

Principles guiding how we will work with communities to implement the approach to parking management

xi. In areas where significant changes to parking management and supply are likely to occur we would work with the community and local boards to develop parking management plans.

xii. Our community's receptiveness to change is diverse. We will work with communities as we develop and implement projects that impact on the management and supply of parking.

xiii. Projects on the Strategic Transport Network will be treated differently, however. We are aware that parking removal for new projects on the Strategic Transport Network, under Principle IV, may inconvenience vehicle users and impact on some businesses that may have customers using parking.

However, we consider that generally such individual interests are likely to be outweighed by the benefits of improved network performance to the Auckland community as a whole—except possibly in exceptional circumstances. Parking-related consultation on these projects will therefore be limited to seeking feedback on possible exceptional circumstances that may outweigh the benefits of parking removal.

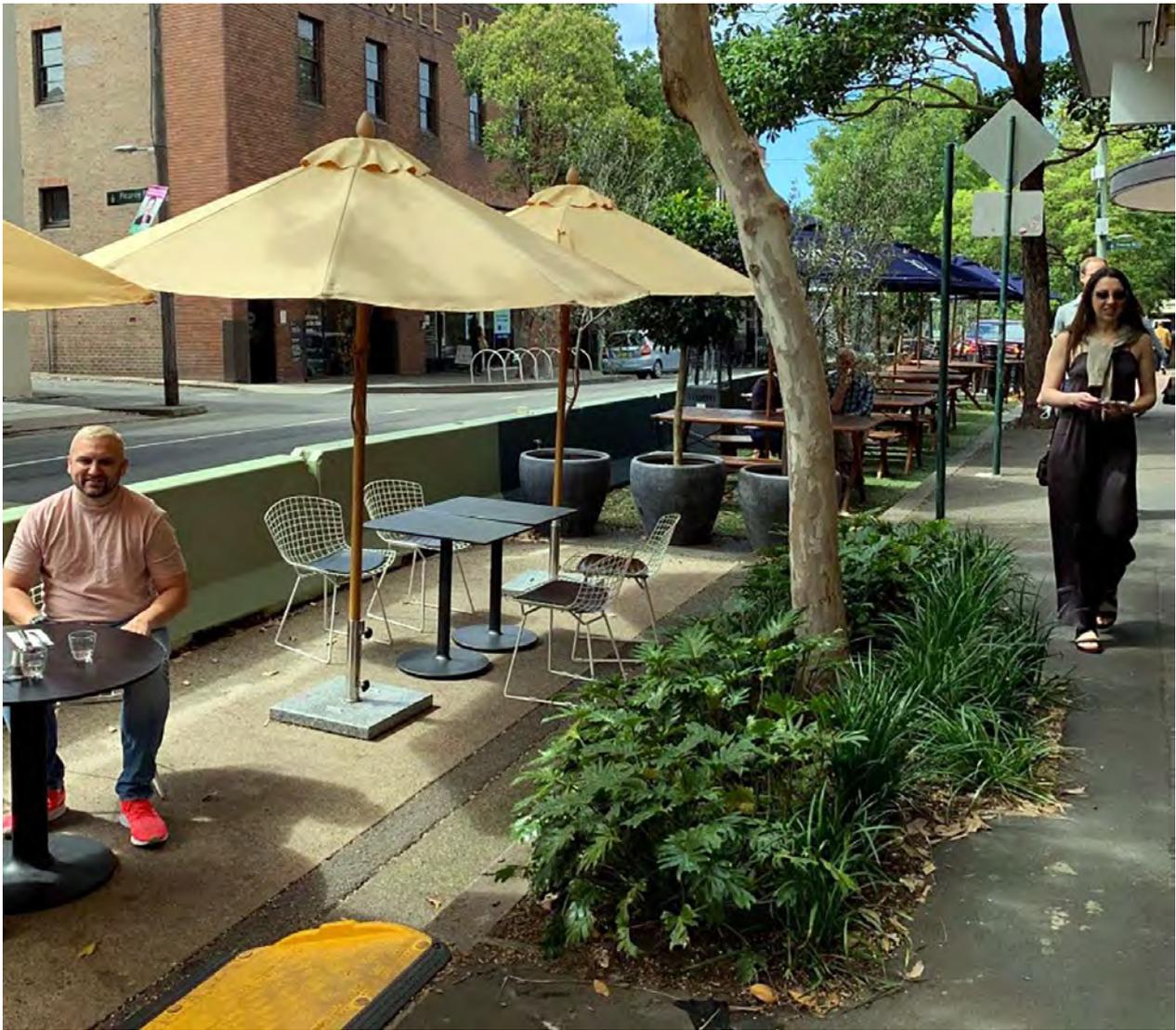
Principle XIII will help alleviate the frustration of Aucklanders being asked for their views on a pre-determined element of these proposals. This is not about removing public feedback/consultation opportunities, rather it's a more honest and upfront way to manage expectations through this process.

Key proposals in the draft Parking Strategy continued

Parking Policies

The Parking Policies articulate how AT will manage the parking system in accordance with the Parking Principles. There are 25 policies in the draft Parking Strategy, the headings of each policy are listed in Appendix 1, but you need to refer to the strategy to read the policies in full.

Below is an overview of some of the key policies of interest. The overview just covers the aspects of the policy that are likely to be of interest to most people.



Comprehensive Parking Management Plans

Key aspects and implications of the policy

AT will plan any large-scale (Tier 2/3) parking changes through the development of Comprehensive Parking Management Plans (CPMPs).

- Significant changes to parking, such as in tier 2 and 3 areas, will only be implemented once a CPMP has been adopted.

- CPMPs will be developed in consultation with the community and the relevant local board. Once a CPMP is adopted, it will be implemented without further consultation.
- AT will develop a framework to how CPMPs are developed.
- Repurposing of parking lanes on the Strategic Transport Network does not require a CPMP.

Parking revenue reinvestment

Key aspects and implications of the policy

- Parking charges will be set to manage parking demand and help achieve the transport objectives (not to maximise revenue).
- Parking revenue will be used to cover the costs of parking management activities. Surplus revenue (funds remaining after expenses are covered) will be reinvested into transport system improvements.

Parking management on the Strategic Transport Network

Key aspects of the policy

- On the Strategic Transport Network facilities that improve safety and the movement of people are the priority use of space, as they create the greatest benefit to Aucklanders.

Implications of the policy

- Due to the significant cost and time saving benefits of repurposing on-street parking, rather than widening the road or not proceeding with projects, this will occur on the Strategic Transport Network to enable projects that improve safety or the movement of people e.g. bus lanes. AT will still seek public feedback on these projects, but parking will only be retained in exceptional circumstances.

The tiered parking management system

Key aspects of the policies

For an overview of the tiered parking management system please refer to [Grouping Auckland into parking tiers](#) (see page 17).

Implications of the policies

- The list below outlines the likely approach to parking management in each tier.
- Exactly which interventions are used, when and where they are used will be clarified through the development of CPMPs (see above).

[TN]: The table has been transcribed.

Tier 1

On-street parking

- Responsive parking management. This means where parking issues arise, such as high demand or safety issues, we determine the most appropriate parking management response, such as priced parking.
- Otherwise there will be little or no changes to the management or supply of parking.

Off-street parking

- Retain off-street parking as an alternative to relieve pressure on on-street parking.
- Only redevelop if there are major opportunities for commercial development. In those instances keep parking provision as part of those development conditions.
- Progressively convert parking to short-stay parking when occupancy rates are high.
- Increase the price of long-stay parking progressively.
- Optimise parking to ensure 85% occupancy

Tier 2

On-street parking:

- Proactive parking management.

- Focus on reducing private vehicle use for commuter trips (e.g. work and education).
- Maintain or increase the amount of time limited/short stay parking (to increase turnover).
- Increased parking charges are possible.
- Some parking space reappropriation is possible to improve travel choices other than private car.

Off-street parking:

- Retain off-street parking for short-stay purposes as an alternative to relieve pressure on on-street parking
- Only redevelop if there are demonstrated opportunities for commercial development.
- Progressively shift all long stay parking to short-stay.
- Optimise parking to ensure 85% occupancy.
- Increase the price of long-stay parking to match market price.
- Pursue management of Council community facility off-street parking resources, in collaboration with Council Community Facilities and local boards, particularly to avoid shift to long-stay parking in these facilities.

Tier 3

On-street parking:

- Proactive parking management.
- Focus on reducing private vehicle use for all types of travel.

- Increased charges for parking and more time restricted parking.
- Some parking space reappropriation is likely to improve travel choices other than private car.

Off-street parking:

- Retain off-street parking for short stay purposes as an alternative to relieve pressure on on-street parking
- Actively seek opportunities to redevelop off-street parking facilities.
- Shift all long-term parking to short-stay.
- Optimise parking to ensure 85% occupancy.
- Increase the price of short stay parking to match market price.
- Actively pursue management of Council community facility off-street parking resources, in collaboration with Council Community Facilities and local boards, particularly to avoid shift to long-stay parking in these facilities and implement management tools where needed.

Parking Policies continued

Park and rides

Key aspects of the policy

- Park and ride services will be provided to support growth by improving access to the public transport network (primarily the Rapid Transit Network) in areas where frequent local bus services connecting to the station are not available and/or widespread.
- Park and ride facilities will be priced and time regulated to recognise the cost associated with their provision and to encourage other ways of accessing the public transport station. Parking fees will be updated annually and set with consideration of:
 - the cost of public transport access to the station and cost of public transport to the city centre
 - the parking tier the park and ride is located in
 - parking demand, including from people using the park and ride to access surrounding activities (rather than to access public transport)
- AT will encourage and support redevelopment opportunities for park and ride sites. However, it will also advocate for parking retention where there remains sufficient demand that is unlikely to convert to other transport modes.

- Any additional park and ride sites, or expansion of existing park and rides, must be in locations where connections to the station by frequent bus services are not available and/or widespread. They will also need to be justified through a business case.

Implications of the policy

- AT will implement pricing at park and ride sites to:
 - encourage people to access the station by modes other than private motor vehicle
 - discourage people from using the park and ride to access surrounding activities (i.e. people that are not catching public transport).
 - reflect the significant costs of providing and maintaining park and rides
- Some park and rides may be downsized or removed. New park and rides will only be established if they satisfy AT criteria.



Parking Policies continued

Parking diversity

Key aspects of the policy

In alignment with our strategic objectives for transport, AT will diversify parking provision (both on-street and off-street). For instance by prioritising space for loading zones, mobility parking, high occupancy vehicles, motorcycles, bicycles, and micro-mobility devices.

Implications of the policy

In some locations, particularly town centres, some general parking maybe converted to other types of parking or loading bays.



Accessibility/mobility parking

Key aspects of the policy

AT will provide mobility parking for mobility card holders. It will be provided at an appropriate ratio to enable access for people with accessibility needs.

Implications of the policy

No major implications, similar to current approach.

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Residential Parking Zones

Key aspects and implications of the policy

- The criteria that determines if an area is eligible for a Residential Parking Zone.
- Who is eligible for a Residential Parking Permit once a Residential Parking Zone is established.
- The annual costs for Residential Parking Permits will go up once changes to Central Government policy are made.

Criteria for establishing Residential Parking Zones

Residential Parking Zones will only be considered when:

- parking demand for the subject area is greater than 85% occupancy across the average peak parking period (generally 4 hours)
- priced and time restricted parking is already in place in the subject area

- the area is within a Tier 2 or Tier 3 location

Residential Parking Permits—eligibility criteria

Residential Parking Permits will not be issued for properties that were consented after 30 September 2013. The priorities for allocation of Residential Parking Permits, in order of priority, are:

1. House on a single title without off-street parking or an apartment building built before 1944 without off-street parking
2. A house on a single title with one off-street space
3. All other houses or townhouses
4. Apartments.

Annual cost of Residential Parking Permits

- Currently the annual cost for a residential parking permit is \$70. This price reflects the administration costs of running the permit system, which is the maximum charge permitted by current legislation. This cost does not include the cost of providing the parking.
- Changes to legislation are anticipated that will allow permit pricing to reflect the truer cost of providing the parking asset, such as considering administrative costs, maintenance costs, and the market value of the parking space (i.e. estimated lost income that would have been derived from the parking space if it was general paid parking). When that change is enabled, permit costs will rise.



Appendix 1

Full list of policies from draft Parking Strategy

Group 1—Provision and approach

1. Parking planning
2. Parking design and delivery
3. Public engagement on parking
4. Parking operation
5. Parking revenue reinvestment

Group 2—On-street and off-street

6. On-street parking management
7. Parking management on the Strategic Transport Network
8. Off-street parking management
9. Park and ride management
10. Kerb zone space allocation
11. Parking diversity

Group 3—Specific vehicle classes

12. Cycle and micro-mobility parking
13. Motorcycle and moped parking

- 14. Electric vehicle parking
- 15. Rideshare and car share parking
- 16. Bus/coach parking
- 17. Loading zones
- 18. No parking areas
- 19. Accessibility/mobility parking

Group 4—Specific situations

- 20. Temporary changes
- 21. Parking around schools
- 22. Event parking
- 23. Council community facilities parking
- 24. Residential parking zones and residential parking permits
- 25. Permits, coupons and concessions

Parking strategy glossary of terms

Auckland Plan 2050: This is Auckland's long-term spatial plan that sets out Auckland's challenges of population growth, shared prosperity, and environmental degradation, as well as reflecting key areas for growth and development see aucklandcouncil.govt.nz/plans-projects-policies-reports-by-laws/our-plans-strategies/auckland-plan/Pages/default.aspx

Auckland Transport (AT): Auckland's Council Controlled Organisation responsible for the transport system.

Bus layover: Space for buses to park while not in use, typically when waiting to start another service. Bus layover may be kerbside or off-street.

Cycle and Micro-mobility: A term used to refer collectively to bicycles and micromobility devices (see micro-mobility)

Comprehensive Parking Management Plan (CPMP): This is a plan for a specific area that takes into account land use and access characteristics of the area and sets out parking management requirements, over time.

Electric Vehicle (EV): Electric vehicle. For definitions see Waka Kotahi NZ Transport Agency website: <https://www.nzta.govt.nz/vehicles/vehicle-types/>

Frequent Transit Network (FTN): This is a classification of public transport service, defined as having services operating at least every 15 minutes from 7am to 7pm every day of the week, but without priority measures (e.g. bus lanes and signal priority)

Future Connect: Future Connect is the long-term network plan for Auckland's transport system. It identifies the most important parts of the transport network, and the most critical issues and opportunities. This helps us make our 10-year investment programme, the Regional Land Transport Plan (RLTP). For more information please visit at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transport-network-plan/

Government Policy Statement on Land Transport

2021: This sets out how the Government wants to see transport investment prioritised over the next ten years.

See: transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport/

Greenfield: Areas that have not previously been subjected to significant development, such as farm land.

Loading zone: An area of the road (usually kerbside) where vehicles can stop to unload goods or people.:

Micro-mobility: Refers to a range of small, lightweight vehicles operating at speeds typically below 25kmph and driven by users personally. Micromobility devices include bicycles, e-bikes, electric scooters, electric skateboards, shared bicycles and electric pedal assisted bicycles (this list is not exhaustive).

Mobility parking: Parking reserved for vehicles displaying mobility permits.

Motorcycle: For vehicle type definitions, see Waka Kotahi NZ Transport Agency website:

<https://www.nzta.govt.nz/vehicles/vehicle-types/>

National Policy Statement on Urban Development

2020: The National Policy Statement on Urban Development (NPS-UD) sets the direction for urban development policy and rules throughout New Zealand. It aims to ensure that New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. For more information: hud.govt.nz/urban-development/national-policy-statement-on-urban-development/

Park and ride: These are areas of AT controlled off-street parking, located near key public transport hubs, such as train, ferry and bus stations. Customers park their vehicles, and transfer to public transport services.

Off-street parking: This is parking that is available off the road, such as in parking buildings, or other off-street parking areas. Public off-street parking is typically owned by Auckland Council and often managed by AT. Park and ride is a form of off-street parking. For private off-street parking, see onsite parking. Some private off-street parking is provided specifically for customer-use, sometimes specifically just for parking customers.

On-street parking: This is parking that is available on the road, typically within the kerb zone. AT controls and manages all publicly owned on-street parking in Auckland.

Onsite parking: Refers to parking associated with land use, sometimes called ancillary parking.

Parking: Refers to the temporary storage (short or long term) of all types of transport vehicles, and includes onsite parking, off-street and on-street parking. However the approach to parking management outlined in this document is concerned with on-street and off-street parking controlled by Auckland Transport.

Parking—paid: This is when there is a cost to use a parking space. The cost typically increases the longer a vehicle occupies the parking space.

Parking—parking zone—parking restrictions apply: A Parking Zone may be used to signal parking rules for a wider area and are signposted at the start and end of each zone. Linear (kerbside) parking regulation may apply and take precedence over the parking zone rules.

Parking—time restricted: This is a time limit on how long a vehicle can occupy a parking space. The time limit is expressed in minutes and typically is one of the following durations—P5, P10, P30, P60, P120, P180, P240.

Parking—unrestricted: This is where the use of a parking space has no time restrictions, no costs, and no restrictions on the type of vehicle.

Parking strategy glossary of terms continued

Parking management: Refers to how Auckland Transport manages the parking it has jurisdiction over. It covers the supply of new parking, the removal of parking, and the management of existing parking (such as changing the type of parking in a certain location).

Policies (parking): These articulate how AT will manage the parking system to comply with the parking principles and contribute to the strategic objectives. Key policies for parking sit in the Parking Strategy, other more operational policies include AT's price adjustment policies for parking.

Principles (parking): These guide how we approach parking management over the next decade and provide a summary of our overall approach to parking.

Public transport: Public transport are the bus, rail, and ferry and on-demand services provided by Auckland Transport.

Readiness for change: An assessment of how ready a community/area is to replace private vehicles trips for more efficient and sustainable modes of transport. Typically, this reflects the access to other modes of transport, and the availability of local services that reduce the need to travel by private vehicle.

Regional Land Transport Plan (RLTP): This is the 10-year investment plan for Auckland's transport network. It details the areas that Auckland Transport, Waka Kotahi NZ

Transport Agency and KiwiRail will invest in to respond to our region's transport challenges via a proposed 10-year investment programme for specific transportation projects see at.govt.nz/about-us/transportplans-strategies/regional-land-transport-plan/

Residential Parking Permit (RPP): See RPZ.

Residential Parking Zone (RPZ): This is a parking zone that has a permit system that allow people with RPPs to be exempt from other parking management measures. RPZs are designed to help balance competing demands on kerbside parking. There are eligibility requirements for residents to obtain an RPP and there is a cap on the total number of permits available within each zone and priority criteria for obtaining a permit. Permits must be renewed each year. RPPs do not guarantee a parking space. For more information on RPZs and RPPs go to <https://at.govt.nz/driving-parking/parking-permits/resident-parking-permits/>

Responsive parking management: This means where parking issues arise, such as high demand or safety issues, AT determines the most appropriate parking management response.

Rapid Transit Network (RTN): This is a classification of public transport service, defined as providing fast, frequent and high-capacity public transport services along corridors separated from general traffic.

Strategic objectives: The strategic objectives that guide the management of, and investment in, Auckland's transport system.

Strategic Transport Network (STN): The Strategic Transport Network consists of the main transport routes that connect people throughout Auckland. They are predominantly roads, but also include railway lines, busways, and off-road cycleways.

The Government's draft Emissions Reduction Plan and Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan: These signal the need for significant changes to how we travel and the way we travel. In particular the need to shift from petrol and diesel car use to other, low-emission travel modes. See: [mpi.govt.nz/consultations/emissions-reduction-plan/](https://www.mpi.govt.nz/consultations/emissions-reduction-plan/), aucklandcouncil.govt.nz/plans-projects-policiesreports-bylaws/our-plans-strategies/Pages/te-taruke-a-tawhiri-ACP.aspx

The Roads and Streets Framework (RASf): This is used to inform any development design of a road or street. It is a fundamental tool for understanding how road-space might be allocated to serve the needs and catchment of adjoining land use, as well as the movement of people, goods, and services. See at.govt.nz/about-us/transport-plans-strategies/roads-and-streets-framework/

Transport system: Refers to the wider transport system as a whole and encompasses all methods of getting around Auckland, for example roads, cars, rail, buses, bus lanes, ferries, taxis, freight, footpaths, scooters, bicycles, and cycleways.

Travel choice: Means people have more than one (ideally a range) of travel options to get around Auckland safely and efficiently.