

English	Māori
<h1>Draft Auckland Parking Strategy</h1> <p>April 2022 SUMMARY</p>	<h1>Te Tuhinga Hukihuki o te Rautaki Tūnga Waka ki Tāmaki Makaurau</h1>
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<b>Overview</b>			
<b>What does this summary cover?</b>			
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 <a href="http://AT.govt.nz/parkingstrategy">AT.govt.nz/parkingstrategy</a> .			
<b>Who owns and controls parking in Auckland?</b>			
Auckland Council controls all the publicly owned off-street parking in Auckland. Auckland			
		<b>He aha ngā kaupapa ka kapi i tēnei whakarāpopoto?</b>	
		Ko tā tēnei whakarāpopoto he whakaatu i tētahi matawhānui ki ngā āhuatanga e pā ana	

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

Managed by AT

On-street parking

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

Park and rides

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### Privately owned parking

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

ki te tuhinga hukihuki o te Rautaki Tūnga Waka ki Tāmaki Makaurau (te tuhinga hukihuki o ngā Tūnga Waka). Ko te aronga o te tuhinga, ko te miramira i ngā wāhanga i te tuhinga hukihuki o te Rautaki Tūnga Waka, e tinga ana, e whai take ana ki ngā whakaaro o te nuinga o ngā tāngata. E kitea ai te roanga ake o te rautaki, toro atu ki [AT.govt.nz/parkingstrategy](http://AT.govt.nz/parkingstrategy).

### Nō wai te mana o ngā tūnga waka ki Tāmaki Makaurau, ā, ko wai kei te whakahaere i ērā?

Ko Te Kaunihera o Tāmaki Makaurau kei te whakahaere i ngā tūnga waka kāore i ngā rori o Tāmaki Makaurau. Ko Auckland Transport kei te whakarite i ētahi o aua wāhi rā mā te kaunihera.

Hei tauira, ka riro mā Te Kaunihera o Tāmaki Makaurau e whakatau te whakatūnga o tētahi hanga kāore i te rori, hei tūnga waka tūmatanui e hou ana, ā, kia oti te whakatūnga o taua hanga, ka riro mā AT e whakahaere.

Mā AT e whakahaere, e whakarite hoki ngā tūnga waka tūmatanui i ngā paetaha rori o Tāmaki Makaurau.

He mea whakarite ngā tūnga waka tūmataiti e te hunga nōna te mana o aua rawa-wāhi, pēnei i ērā nō rātou te mana o ō rātou kāinga, o ā rātou pakihī, i ngā kamupene hoki nō rātou te mana o ngā hanga kāore i te rori hei tūnga waka.

### Ngā tūnga waka tūmatanui

He mea whakarite e AT

**Ngā tūnga waka i ngā paetaha rori**

**Ngā wāhi me ngā hanga hei tūnga waka kāore i te rori (hei tauira, te Tūnga Waka o te Tiriti o Wikitoria)**

**Te Whakatū me te Eke**

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### Ngā tūnga waka tūmataiti

He mea whakarite e te hunga nōna te mana o aua rawa-wāhi

Ngā tūnga waka kāore i te rori i ngā rohe o ngā kāinga noho me ngā pakihī

Ngā wāhi me ngā hanga hei tūnga waka kāore i te rori, nō ngā kamupene tūmataiti

### Mō te aha ngā tūnga waka?

Mō te whakatū i te motukā, i te paihikara, i te kūta, i te motupaika, i te waka tuku tūemi, mō te kohi pāhihi, mō te whakatū waka panuku, mō te taunga pahi

<p><b>Early to mid 2021</b></p> <p>Discovery of parking issues and opportunities</p> <p>Policy analysis and ensuring strategic alignment</p> <p>Workshop with Auckland Council's Planning Committee</p>	<p><b>Te huarahi i whakawhanaketia ai te tuhinga hukihuki o te Rautaki Tūnga Waka</b></p> <p>I te upoko ki te puku o te tau 2021</p> <p><b>Te tūhuratanga o ngā take me ngā ara ka wātea e pā ana ki ngā tūnga waka</b></p> <p><b>Te tātari kaupapa here me te whakaū i te hāngaitanga ā-rautaki</b></p>
<p><b>Jul to Aug 2021</b></p> <p>Workshops with local boards</p> <p>Developed draft 'Principles' and 'Approach to parking management'</p>	<p>He awheawhe i te taha o te Komiti Whakamahere o Te Kaunihera o Tāmaki Makaurau</p> <p>I a Hūrae ki a Ākuhata 2021</p> <p><b>Te whakatū awheawhe i te taha o ngā poari ā-rohe pātata</b></p> <p>Kua whakawhanakehia te tuhinga hukihuki o ngā 'Mātāpono' me te 'Huarahi ki te whakaheretanga o ngā tūnga waka'</p>
<p><b>Sep to Oct 2021</b></p> <p>Made changes in response to local board and Planning Committee feedback</p>	<p>I a Hepetema ki a Oketopa 2021</p> <p>Kua oti he panonitanga hei urupare ki ngā whakahokinga kōrero a te poari ā-rohe pātata me te Komiti Whakamahere</p>
<p><b>Early Nov 2021</b></p> <p>Planning Committee endorsed draft 'Principles' and 'Approach to parking management'</p>	<p>I te upoko o Noema 2021</p> <p>Kua taunakitia e te Komiti Whakamahere te tuhinga hukihuki o 'Ngā Mātāpono' me 'Te huarahi mō te whakaheretanga o ngā tūnga waka'</p>
<p><b>Nov to Dec 2021</b></p> <p>Discussion Document released to promote a conversation with Aucklanders about parking</p> <p>Developing policies</p>	<p>I a Noema ki a Thema 2021</p> <p>Kua tukuna te Tuhinga Matapaki hei whakatairanga i te whakawhitinga kōrero ki ngā tāngata o Tāmaki Makaurau e pā ana ki ngā tūnga waka</p> <p>Te whakawhanake kaupapa here</p>
<p><b>Jan to Mar 2022</b></p> <p>Use feedback to guide draft Parking Strategy</p> <p>Get permission to consult on the draft Parking Strategy from AT Board and Planning Committee</p>	<p>I a Hānuere ki a Māhe 2022</p> <p>Ka whakamahia ngā urupare hei ārahi i te tuhinga hukihuki o te Rautaki Tūnga Waka</p> <p>Ka whai whakaaetanga i te Poari o AT me te Komiti Whakamahere kia whakapāngia ētahi atu kia whai wāhi mai ki ngā kōrero e pā ana ki te tuhinga hukihuki o te Rautaki Tūnga Waka</p>
<p><b>Apr to Jun 2022</b></p> <p>Public consultation on draft Parking Strategy</p> <p>Local boards provide feedback in consideration of public feedback</p> <p>AT to make appropriate changes based on feedback</p>	<p>I a Āperira ki a Hune 2022</p> <p>Ka whakapā atu ki te marea kia whai wāhi mai ki ngā kōrero e pā ana ki te tuhinga hukihuki o te Rautaki Tūnga Waka</p> <p>Ka tuku urupare mai ngā poari o ngā rohe pātata i runga i te whakaaro ki ngā urupare a te marea</p> <p>Ka oti i a AT he panonitanga i runga i ngā urupare</p>
<p><b>Mid 2022</b></p>	<p>I te puku o te tau 2022</p> <p>Ka tāpaea ki te Komiti Whakamahere o Te Kaunihera o Tāmaki Makaurau te Tuhinga</p>

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.**

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](http://AT.govt.nz/parkingstrategy)

Contact us to request a form

Email: [parkingstrategy@at.govt.nz](mailto:parkingstrategy@at.govt.nz)

Give your views until Sunday 1 May 2022.

### Want to talk to us?

Phone: (09) 355 3553

**Whakamutunga o te Rautaki Tūnga Waka hei taunakitanga.**

**Ka tāpaea ki te Poari o AT hei whakaaetanga**  
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## He aha te tuhinga hukihuki o te Rautaki Tūnga Waka?

Ka takoto i te tuhinga hukihuki o te Rautaki Tūnga Waka ngā mātāpono ārahi me ngā kaupapa here mō te whakamaheretanga, mō te ratonga, mō te whakahaeretanga me te whakakorenga o ngā tūnga waka o Tāmaki Makaurau e whakahaerehia nei e AT i ngā paetaha rori, me ērā anō kāore i ngā rori.

Ka kapi i tēnei rautaki hou tā AT Rautaki Tūnga Waka o te tau 2015. Me tino whai tēnei nā ngā panonitanga tāpua o ngā kaupapa here a te kāwanatanga ā-motu, a te kaunihera ā-rohe, hei urupare hoki, hei ārahi anō hoki i te tipuranga o Tāmaki Makaurau. Ka whai wāhi atu ki ngā panonitanga matua o te kaupapa here ko te kaha ake o te aro ki te nui o te whakamahia o te whenua, ko te akiaki kia haere mā raro rānei, mā waka kē atu rānei i te waka tūmataiti, ko ngā āhuatanga me mātua whai hei ārai i te huringa o te āhuarangi, e auahatia ai hoki tētahi pūnaha waka e haumaru ake ana.

## Ka pēhea tō whai wāhi mai?

**Anei ngā huarahi e pai ai tō tuku kōrero mai:**

**Te rangahau ā-uiui i te ipurangi:**  
[AT.govt.nz/parkingstrategy](http://AT.govt.nz/parkingstrategy)

Whakapā mai ki te tono i tētahi puka

**Te īmēra:** [parkingstrategy@at.govt.nz](mailto:parkingstrategy@at.govt.nz)

Tukuna mai ō whakaaro tae noa ki a Hanarei (Rātāpu) te 1 o Mei.

## E hiahia ana rānei koe ki te kōrero mai?

Te waea: (09) 355 3553

**Te īmēra:** [parkingstrategy@at.govt.nz](mailto:parkingstrategy@at.govt.nz)

**Kōrero mai ki a mātou tonu: toro mai ki**  
[AT.govt.nz/parkingstrategy](http://AT.govt.nz/parkingstrategy) e kitea ai he taipītopito

## Ngā āhuatanga ka whai mai

Email: [parkingstrategy@at.govt.nz](mailto:parkingstrategy@at.govt.nz)

Talk to us in person: visit  
[AT.govt.nz/parkingstrategy](http://AT.govt.nz/parkingstrategy) for details

## 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.

## 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**

Ka whakaaroarohia tō urupare, ka whakamahia ai hei āwhina ki te whakatau i te Rautaki Tūnga Waka.

Ka whakaritea he pūrongo e whakarāpopoto ana i ngā urupare i tae mai, i ā mātou whakatau whakamutunga, me ūna panonitanga ki te Rautaki Tūnga Waka. Ki te homai e koe ō taipitopito whakapāngā, ka whakamōhiotia koe e mātou ā te wā kua wātea te pūrongo.

## Te pūnaha waka o Tāmaki Makaurau

### Ngā whāinga e whai rautaki ana mō te waka

Kua whaakae a AT, a Te Kaunihera o Tāmaki Makaurau me te Kāwanatanga o Aotearoa ki ngā whāinga e whai rautaki ana mō te pūnaha waka o Tāmaki Makaurau e whai ake nei.

E mārama ana i ēnei whāinga te korenga i toitū, i tōtika rānei te whakatipu i a Tāmaki Makaurau i runga i te kaha o te whakawhirinakitanga ki ngā waka tūmatanui me te whakawhānui haere tonutanga o ngā rori.

Kia aumangea ake, kia toitū ake te pūnaha waka, ka mutu, me tāpua te whakaheke i ngā whakaputanga haurehu kati mahana e puta mai ana i taua pūnaha rā.

Kia tere te whakarite kōwhiringa e pai ake ai te hāereere a ngā tāngata o Tāmaki Makaurau.

Kia pai ake te tūhonohono i ngā tangata, i ngā wāhi, i ngā hautaonga me ngā ratonga.

Kia haumaru te pūnaha waka mā te whakakore i ngā tūkinotanga ki te tangata..

Te tuku me te tautoko i te tipuranga

### Te pūnaha waka o nāianei

He tokomaha ka pātai mai "He aha te mate o te pūnaha waka o nāianei e arotahi ana ki te motukā?" Ka kore noa iho rānei tātou e haumi pūtea hei whakapai ake i ō ngā tāngata haerenga mā te motukā? Kei raro nei ētahi māramatanga ki te kōpaka o tētahi pūnaha waka e kaha rawa ana tana arotahi ki te hāereere mā ngā waka tūmatanui.

**Kāore te whakatakotoranga o ētahi atu rori e whakatika i te apiapitanga, otirā, tērā pea, mā reira e kino ake ai**

## 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.

### 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

Ka whakawhānuihia ake ana ngā rori, ko ngā wāhi e wātea nei ka tere pokea e motukā kē e hāereere ana.

Ka pēnei, nā te mea, ka kino ake ana te apiapitanga, ka karo kē ngā tāngata i te hāereere mā te motukā i ūna wā whāiti o te rā, ka whai rānei i huarahi kē, ka haere rānei mā waka kē atu i te motukā. Ka whakawāteahia ana he wāhi i ngā rori, ka whakatau te tokomaha o aua tāngata rā ki te hāereere anō mā te motukā, mā aua rori rā, me te aha, ka tere pokea aua wāhi hou rā. Nā ēnei waka, ka horapa hoki te apiapitanga ki wāhi kē atu o te kōtuinga huarahi.

### Me whai wāhi anō te tūāhangā mō ngā waka tūmataitī

E whā kē te whakarautanga ake o ngā tāngata ka taea mā te ara mō te pahi i ia hāora, tēnā i te ara mō te whānuitanga o ngā waka, engari he rite tonu te whānui o ngā ara e rua rā. Hei tirohanga anō, ina pīrangī tātou kia haere ngā tāngata e 8,000 mā tētahi ara i ia hāora, ka taea tērā mā te whakatakoto i ngā ara e whā mō te whānuitanga o ngā waka, ka taea rānei mā te whakatakoto i tētahi ara kotahi mō te pahi.

Ka nui haere ake te utu o te tūāhangā waka mehemea me whai whenua atu anō. He whakawehewehe hapori hoki ngā rori whānui, ka mutu, ka riro aua wāhi rā, e pai kē ake ana pe a hei wāhi mō te whare, mō te pakihī, mō ngā mahi ā-rēhia, mō ngā papa rēhia me ngā wāhi otaota.

### Ka nui ake te whakaputanga o te waro i te hāereere mā te waka tūmataitī

E 43% o ngā whakaputanga waro i Tāmaki Makaurau ka puta mai i te hāereere mā te waka tūmataitī.

Ka takoto i a Te Tāruke-ā-Tāwhiri: i Tā Tāmaki Makaurau Mahere mō te Āhuarangi, te whāinga kia hauruatia te nui o ngā whakaputanga haurehu kati mahana i mua i te tau 2030.

Ka nui te wāhi ki te motukā hiko, engari kāore te huringa o ngā tāngata katoa ki te motukā hiko e turaki i ērā atu raruraru ka hua ake i te kōtuinga waka e arotahi ana ki te motukā.

### Ā mohoa nei, he iti rawa te haumitanga a Tāmaki Makaurau ki te waka tūmatanui, ki te paihikara me te hīkoi

Nā konā, he whāiti ngā kōwhiringa hāereere e whai hua ana ki ngā tāngata o Tāmaki

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

Makaurau, ka mutu, kua tūroa te whakawhirinakitanga ki te waka tūmataiti.

Nā te whāiti o ngā kōwhiringa hāereere i ngā wāhi huhua, kua herea te toronga a ērā kāore e kaha ana ki te taraiwa ki ētahi ratonga, ki ētahi āhuatanga hoki e wātea ana.

### Te whakaerotanga o te hamarutanga, o te manea hoki o ngā takiwā noho

Inā kē te tokomaha rawa o ngā aituā me ngā wharanga kino i ngā rori o Tāmaki Makaurau. Me totoa te panonitanga o te pūnaha waka e hāereere ai te tokomaha ake mā ngā waka e haumaru ake ana, mā ngā huarahi hoki e haumaru ake ana.

I te nuinga o te wā, mā ngā rori e pokea ana, mā ngā tūnga waka hoki, e whakaero ai te manea o ngā hapori.

Nā ērā, ka tū ētahi tauārai e uua ake ai te hāereere i te hapori mā raro rānei, mā te paihikara rānei, mā te kūta rānei. Hei tauira, he uua ake te whakawhitī i ngā rori whānui e pokea ana.

Ka kapi i aua rori rā he wāhi e pai ana hoki hei wāhi mō te kāri, mō te papa rēhia, mō ētahi atu wāhi otaota hoki.

Ka hua ake i ngā rori e pokea ana ko te hoihoi me te parahanga.

### Te marara o te tipu haeretanga o Tāmaki Makaurau (te pukoni ā-tāone)

Ko te pūnaha waka e arotahi nei ki te hāereere mā te waka tūmataiti, e akiaki ana kia tawhiti ake ngā whakawhanaketanga i ngā huarahi ka wātea mō te mahi, mō te hokohoko, mō ngā mahi ā-rēhia hoki. Kua kapi i tēnei tipuranga 'pukoni' nei ngā whenua o tuawhenua e mōmona ana, me te aha, ko te haumitanga ki te pūnaha waka me horapa ki tētahi wāhi nui ake. Hei tauira, nā konā, kua nui noa atu te utu o te rere auau o ngā pahi, me te tauwhiro hoki i te kōtuinga rori e whānui ake ana. <sup>169</sup>

Nā konā hoki, kua mate te tokomaha ki te taraiwa i te nuku o te whenua e tae ai rātou ki te mahi, ki te whakaea rānei i ō rātou hiahia matua o ia rā.

Mā tētahi pūnaha waka me ūna momo kōwhiringa hāereere e akiaki kia nui ake ngā whakawhanaketanga toitū e tata ana ki ngā pokapū tāone, ki ngā pokapū mahi, ki ngā hononga hoki mō ngā waka tūmatanui.

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. [169](#)

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.

### 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

### Te anga whakamua mō te kōtuinga waka ki Tāmaki Makaurau

E mārama mai ana te kaupapa o te mātua whai kia tipu ake te tāone i te huarahi o toitū, o whakaaro nui ki te taiao, o tōtika hoki, e pai ake ai, e haumaru ake ai hoki ngā kōwhiringa hāereere. E tutuki ai tēnei, e mahi tahi ana a AT me ūna hoa patui ki te whakahou i te pūnaha waka, ā, ko ētahi o ngā kaupapa e whakaurua ana e tutuki ai tēnei, ko:

- Te rere tonutanga o tētahi haumi nui ki te pūnaha waka o Tāmaki Makaurau, ki te kōtuinga whakawhiti tere mā ngā kaupapa pēnei i te Hononga Ara Tereina ā-Tāone, i te Ara Pahi i te Rāwhiti, i te Terewhiti, i te nui ake o te auau o ngā rerenga o te tereina, o te pahi hoki, i ngā rerenga hou anō hoki o te pahi.
- Te whakapainga ake o te kōtuinga mō te paihikara me te waka-moroiti, me ngā rawapuni e hāngai ana, tae noa ki te whakatakoto i te 200 kiromita o ngā rawapuni mō te haumaru o te paihikara i roto i ngā tau tekau e tū mai nei.
- Te ruruku i te haumitanga mō te waka ki ngā wāhi matua mō te tipuranga hei whakapai ake i ā rātou kōwhiringa hāereere. Mā te pēnei e tautoko kia kaha ake te whakawanaketanga, ā, mā reira e nui ake ai te whai hua o ētahi atu whakapainga ake ki ngā waka tūmatanui.
- Te whakatinana i tā mātou whāinga mō te Pūnaha Haumaru o te Aro ki te Kore. Ka whai wāhi atu ki tēnei ko te haumitanga o te \$700 miriona hei whakatika i ngā wāhi e tūturu nei te mōrearea, i ētahi atu wāhi hoki o te kōtuinga e pērā rawa ana te nui o te mōrearea, tae atu hoki ki tētahi hōtaka tōtōpū hei whakahaere i te tere o ngā waka.
- Te tūmau o ngā whakapainga ake ki te āhua o ngā wheako o ā mātou kiri hoko i ngā waka tūmatanui, i ngā kōtuinga hoki mō te paihikara me te waka moroiti hei āpitī atu ki ngā whakatairanga me ngā kaupapa mātauranga hei miramira i te wātea o te huarahi e neke ai ki momo waka kē e toitū ake ana.
- Te whakatewhatewha i te kaupapa utu ā-rori o ‘te Pātai mō te Apiapi’ hei whakatika i te apiapitanga puta noa i te kōtuinga.

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.

## Ka pēhea te whai wahitanga mai o te tūnga waka?

Ki te pīrangī tātou ki te whakapiki i te uara o te haumi ki te waka tūmatanui, ki te hīkoi, ki te paihikara hoki, kia eke ki te taumata teitei katoa ka taea, me whai i tētahi tikanga whakahaere i ngā tūnga waka e akiakingia ai ngā tāngata ki te whakamahi i ēnei kōwhiringa hāereere, e tautoko ana hoki i te kaha ake o te whakawhanake whenua. E whakamāramatia ana i te wāhanga o raro nei ko:

**Ngā raru kua hua ake i ngā mahi whakahaere o nāianei e pā ana ki ngā tūnga waka.**

**Ngā hua o te pai ake o te whakahaeretanga o ngā tūnga waka.**

**Ngā raru kua hua ake i ngā mahi whakahaere o nāianei e pa ana ki ngā tūnga waka**

He wāhanga whakahirahira te tūnga waka i te pūnaha waka, ka mutu, he nui ūna pāngā pai, tae atu ki te:

- Whakamāmā ake i te toronga ki ngā huarahi ā-mahi, ā-mātauranga, ā-rēhia, ā-pāpori hoki e wātea ana.
- Tautoko i te toronga ki ngā pokapū tāone me ētahi atu wāhi hokohoko.
- Wāhi mō te tuku i ngā hautaonga, mō ngā waka tuku ratonga hoki (he wāhi utanga).
- Whakapainga ake o te whakamāmā i te huarahi mō ngā tāngata he hiahia matua ā-panuku ū rātou (he tūnga mō te waka panuku), mō ētahi atu tāngata hoki kāore nei e taea e rātou te haere mā te waka kawe pāhihi, mā te waka tūmatanui hoki.

Ko te painga atu ina noho ngā tūnga waka hei tautoko i te pūnaha waka, mā te whakawhānui ake i te toronga ki ngā wāhi kāore nei e taea e ngā waka tūmatanui. Ko te mate ia, kua whai wāhi te rawaka o ngā tūnga waka i Tāmaki Makaurau ki ētahi raruraru tāpua, tae atu ki:

- Te akiakitanga kia haere mā te waka tūmataiti, ā, nā konā i puta ai ngā raruraru o te pūnaha waka o nāianei e whakamāramatia ana i runga ake nei (tirohia te wāhanga o '[He aha te mate o te pūnaha waka o nāianei?](#)'). Hei tauira,

## 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.

nā te mea me whai tiriwā te tūnga waka, ka iti ake ngā whakawhanaketanga nā runga i te mātua whai i ngā tūnga waka i te wāhi o te wā, ā, ka whai wāhi hoki tērā ki te pukoni ā-tāone.

- Te iti rawa o te whakamahinga o ngā paetaha o te rori. He nui ake ngā hua ka puta ki ngā hapori o te rohe pātata me te marea whānui i ngā momo whakamahinga o ngā paetaha o te rori i ngā wāhi maha (tirohia ko ['ngā hua o te pai ake o te whakahaeretanga o ngā tūnga waka'](#) i raro nei).

**Ngā hua o te pai ake o te whakahaeretanga o ngā tūnga waka**

**Te pai ake o te whakamahia o ngā wāhi  
Te huri i ngā wāhi hei ara  
pahi/T3/T2/utanga/waka/pahikara/hīkoi:**

- Ka nui ake ngā tāngata me ngā hautaonga ka kawea, ahakoa e ūrite ana te nui o te wāhi e wātea ana.
- Ka piki ake te nui o ngā tāngata e taea ana e mātou te kawe i ngā rori e ahu ana ki te tāone me ngā pokapū tāone, ā, ka piki ake te nui o ngā tāngata ka āhei te noho ki te pokapū (i te kore i herea te nui o ngā tāngata i te nui o ngā tūnga waka e wātea ana).
- Ka whakawāteatia ngā rori mō ngā momo pēnei i ngā utanga, i ngā ringarehe, me ngā ratonga whawhatitata.
- Ka poto ake te roa o te haere, ā, ka tika ake te wā o ngā haerenga.
- Ka haumaru ake mō te hunga whakaraerae pēnei i ngā kaiwaewae me te hunga eke pahikara.

**Te huri i ngā wāhi kia pārekareka ake,  
kia ātaahua ake te taiao:**

- Ka nui ake ngā māra me ngā wāhi otaota.
- Ka whānui ake ngā ara hīkoi.
- Ka nui ake ngā wāhi tūmatanui me ngā nōhangā hei wāhi whakawhanaunga, hei wāhi whakangā hoki mō te tangata.
- Ngā wāhi hoko ā-waho pēnei i ngā mākete me ngā nōhangā ā-waho.

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?](#)'). 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).

## 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).

- Ka nui ake ngā rākau me ngā otaota e mitia ai te hauhā, e iti ake ai te waipuke i ngā ua tātā.

### **Te huri i ngā wāhi hei wāhi uta, hei tūnga waka kē rānei, pēnei i ngā tūnga waka mō te hunga panuku, mō ngā pahikara me ngā waka moroiti (e.g. kūta):**

- Ka ngāwari ake te tuku hautaonga a ngā kaihautū taraka me ngā kaikawe mōkī ki ngā pakihī.
- Ka pai ake te whai wāhi atu a te hunga me whai ara māmā ake.
- Ka pai ake te whai wāhi atu a ngā momo waka manaaki taiao, me ērā e pai ake ana tana whakamahi i aua wāhi rā, pēnei i ngā pahikara me ngā kūta (arā, ka ngāwari te kitea o ngā tūnga waka hei whakatūga mō ngā pahikara, mō ngā kūta rānei).

### **Te nui ake o te whakamahinga o ngā tūnga waka me te iti ake o ngā tūnga waka mō ngā kaikoiri**

Mā te whakauru tāpuinga wā mō ngā tūnga waka, mā te whakauru utu rānei, ka āhei te:

- Whakawātea ake o ngā tūnga waka i te pai ake o te whakamahia o aua tūnga waka rā. Ka whai hua tēnei mō ngā pokapū tāone i te nui ake o ngā kaihoko ka whakamahi i ia tūnga waka i te roanga ake o te rā.
- Whakapāhunu i te whakatū waka a ngā kaikoiri. Ka whakangāwari pea tēnei i ngā pēhangā tūnga waka i ngā pokapū tāone me ngā wāhi noho, me te akiaki i ngā tāngata kia whakamahia e rātou ngā momo waka toitū.

### **Te iti ake o te utu me te whakapoto i te wā o te whakatū hanganga waka**

Kua puta i ngā tāngata o Tāmaki Makaurau ō rātou hiahia kia wawe ake te whakaotinga o ngā mahi. Mā te pai ake o ngā whakahae tūnga waka e iti ake ai te utu, e poto ake ai hoki te wā o te whakatū hanganga.

Me hoko rawa-wāhi pea, me whakawātea hoki pea te whenua i ngā kāinga, i ngā whare, i ngā pakihī hoki, e whakawhānuitia ai ngā kauhanga rori i tua i ngā rīpa o tēnei wā tonu. Hāunga rā te whakararuhia o ū ētahi ao e tēnei tūāhuatanga, ka nui kē atu te utu mō ngā mahi, ā, ka hia tau nei te roa ki te whakatutuki i ngā mahi.

Mā te whakamahi i ngā wāhi paeara e whakamahia ana i tēnei wā hei tūnga waka, ka iti ake te roa me te utu i te kore e mate ki te hoko rawa-wāhi me te

- 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 CO<sub>2</sub> 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**

whakaiti i te nui o ngā hanga. Nō reira, ka wawe ake tā mātou whakamutu i ngā hanga, ā, ka nui ake ngā momo hanga e taea ana, i te pūtea e wātea ana (ka pai ake te whakapaunga pūtea tūmatanui).

### **Te aukati i te tuku a ngā kaiwhakaahu i te utu o ngā tūnga waka ki te hunga utu reiti.**

E whakatikaina ai ngā pānga kino o te whakawhānuitanga o ngā tāone me ngā whakawhanaketanga apiapi (te tipu whakawaho o ngā tāone, tēnā i te tipu whakarunga), e whakahau ana te National Policy Statement on Urban Development i Te Kaunihera o Tāmaki Makaurau kia whakakorea ngā herenga kia whakaritea ētahi tūnga waka mō ngā hanga hou. Me te aha, ka āhei ngā kaiwhakaahu te whakatau i te nui (i te iti rānei) o ngā tūnga waka ka whakaritea e rātou.

Ko te hiahia he akiaki kia nui ake ngā whakawhanaketanga ngoto (pēnei i ngā whare tō), e pīhangaiti ake ai te tāone, e iti ake ai ngā tūnga waka tūmataitai (kia nui ake ngā tāngata e haere ana mā runga waka tūmatanui, mā raro, mā runga pahikara hoki). Heoi anō, ka haere whakawaho pea ngā whakatūnga waka ki ngā tiriti e awhe ana i aua wāhi rā.

Hei urupare i tēnei take, e tūtohu ana te tuhinga hukihuki o te Rautaki Tūnga Waka kia noho mātāmuri te whakamahinga o ngā paetaha rohi hei tūnga waka ‘ā-engaenga’ i ēnei whakawhanaketanga. Nō reira, ka noho mātāmua ngā wāhi rā ki ngā mahi e puta ai ngā hua tūmatanui pai katoa.

E tohu ana ēnei panonitanga ki ngā kaiwhakaahu, i te korenga i whakaaetia kia tuku i ngā nama mō ngā tūnga waka ki te hunga utu reiti. Me whai whakaaro hoki te hunga e whakaaro ana ki te hoko whare, ki te rēti whare rānei, ki ō rātou hiahia e pā ana ki te tūnga waka i te korenga i taea te whakawhirinaki ki te rori hei wāhi whakatū i ō rātou waka i te pō (otirā, i ngā wāhi whakahaere tūnga whai tānga 2, whai tānga 3 hoki – tirohia te Matawhānui o raro mō te huarahi whakahaere i ngā tūnga waka).

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

## Te whakarāpopototanga o te tuhinga hukihuki o te Rautaki Tūnga Waka

Anei ngā wāhanga matua o te tuhinga hukihuki o te Rautaki Tūnga Waka:

### Ngā Whāinga e Whai Rautaki ana

Ngā tohutohu whānui mō te pūnaha waka

### Ngā Mātāpono mō ngā Tūnga Waka

Ngā tohutohu whāiti mō ngā tūnga waka e whai rautaki ana

### Ngā Kaupapa Here mō ngā Tūnga Waka

Ngā kōrero whānui mō te whakahaeretanga o te pūnaha tūnga waka.

Hei āwhina i te whakatutukitanga o ngā whāinga waka e whai rautaki ana, i whakaritea e mātou tētahi tūtohu [Matawhānui ki te huarahi mō te whakahaeretanga o ngā tūnga waka](#). I whakamanahia tēnei i ngā Mātāpono me ngā Kaupapa Here mō ngā Tūnga waka.

Ka whakatakoto ngā Mātāpono Tūnga Waka i te huarahi whakahaere a AT i ngā tūnga waka, ā, ka whakamāramatia e ngā Kaupapa Here Tūnga Waka te whānuitanga o te whakatinanatanga o ērā whakahaeretanga. Kāore ngā hononga o ia Kaupapa Here Tūnga Waka ki tētahi Mātāpono Tūnga Waka i iti ake i te kotahi, ā, me ōrite tā mātou whakahaere i ngā tūnga waka ki ngā Mātāpono me ngā Kaupapa Here mō ngā Tūnga Waka.

Hei tauira, ka whakamāramatia e te Mātāpono Tūnga Waka VI-X tā AT tūtohu mō tā rātau huarahi whakahaere i te tānga mō ngā tūnga waka, ā, ka whānui ake te whakamārama a te Kaupapa Here Whakatū Waka ki ngā Rori, te whānuitanga o te whakatinana i ērā mahi. Kei te āhua o ngā whakahaere tūnga waka e whai tānga ana i taua rohe rā, tā mātou huarahi whakahaere tūnga waka i Tāmaki Makaurau whānui, ā, ka hāngai ki te ahunga o te kaupapa here o taua wāhi.

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 below).

## Ngā marohitanga matua i te tuhinga hukihuki o te Rautaki Tūnga Waka

Kei raro nei te whakarāpopotanga o ngā wāhangā matua o te tuhinga hukihuki o te Rautaki Tūnga Waka, ā, ka kōrerotia ngā panonitanga, ki ū mātou whakaaro, ka tino whai pānga ki ngā tāngata. Ka kōrerohia e ngā wāhangā o raro ēnei mea e whai ake nei:

### Te matawhānui ki te huarahi mō te whakahaeretanga o ngā tūnga waka

- Te whakarōpū i a Tāmaki Makaurau ki ngā tūnga waka e whai tānga ana.
- Te whakahaere i ngā tūnga waka i te Kōtuinga Waka e Whai Rautaki ana

### Ngā Mātāpono Tūnga Waka

- Te whakarārangi i ngā mātāpono tūnga waka katoa.

### Ngā Tūngā Waka e Whai Rautaki ana

- Ka whakaatuhia te matawhānui ki ētahi o ngā kaupapa here matua e whai pānga ana
- Ka whakamāramatia ngā wāhangā matua me ngā hīraunga o ēnei kaupapa here

Mēnā ka pirangi mōhio koe ki ngā tūtohunga katoa, tēnā, pānuitia te pukapuka katoa, e wātea ana ki a koe i [AT.govt.nz/parkingstrategy](http://AT.govt.nz/parkingstrategy).

### Te matawhānui ki te whakahaeretanga o ngā tūnga waka

#### Te whakarōpū i a Tāmaki Makaurau ki ngā tūnga waka e whai tānga ana.

Ko tētahi o ngā whakahokinga kōrero matua i te whakawhanaketanga o tēnei rautaki hukihuki, kia kaua e ōrite tā mātou whai i te huarahi e pā ana ki ngā tūnga waka, puta noa i Tāmaki Makaurau, nā te

# Summary of the draft Parking Strategy

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

**Strategic Objectives** Overall guidance on the transport system

## Parking Principles

The strategic direction specific to parking

## Parking Policies

The detailed information on how the parking system will be managed

To help deliver the strategic transport objectives we developed a proposed [Overview Approach to Parking Management](#). 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.

rerekē o ngā kōwhiringa waka i tētahi wāhi i ō tētahi. Nā konā, e hāngai ana te huarahi mō te tuhinga hukihuki o ngā Tunga Waka e Whai Rautaki ana ki te whakamahinga me te takoto o te whenua o ia wāhi. He huarahi tōkeke ake tēnei mō te whakahaere i ngā tūnga waka, ā, ka mātua whakaritea ngā whakataunga e tika ana mō aua horopaki ā-rohe.

Hei tauira, e tūtohu ana mātou kia kaha tā mātou whakahaere i ngā tūnga waka ki ngā wāhi e pai ake ana te whai wāhi atu ki ngā waka tūmatanui, ki ngā whenua apiapi e kaha whakamahia ana, ā, me noho mātāmua te akiaki i te whakamahia me te haere mā runga waka, atu i te motukā. Ko te tikanga o te ‘kaha’ e kōrerohia nei, ko te mahi tahi me ngā poari ā-rohe me ō rātou hapori ki te whakawhanake i ētahi mahere whakahaere i ngā tūnga waka e hāngai ana ki tēnei rautaki. Ka whakawhanaketia, ka whakatinanatia ēnei mahere i ngā tau 10 kei mua i te aroaro.

I ngā wāhi e iti ake ana te whai wāhi atu a te tangata ki ngā waka tūmatanui, me te iti ake o te whakamahia o ngā whenua apiapi, e tūtohu ana mātou kia whakahaerengia e mātou ngā tūnga waka i te putanga o ngā urupare.

Ko te ‘urupare’ e kōrerohia nei, ki te puta he take tūnga waka, pēnei i ngā take haumaru e noho mātuatua ana, mēnā rānei ka rerekē ngā āhuatanga ā-waka, ā-whenua rānei o taua wāhi, ka uruparengia e mātou ērā āhuatanga i te nuinga o te wā. I ērā horopaki, mā mātou e whakatau te urupare e tika ana mō ngā whakahaerenga tūnga waka.

Kua arotakengia e mātou te whakamahinga ā-waka, ā-whenua hoki, puta noa i te rohe, ā, i whakawehea tēnā, me tēnā ki ngā tānga e toru e whai ake nei:

**Te Tānga 3** – Kei te tino rite mō ngā panonitanga

**Te Tānga 2** – Kei te āhua rite mō ngā panonitanga

**Te Tānga 1** – Kāore i te tino rite mō ngā panonitanga

**I ngā tau 10 kei mua i te aroaro, ka mahi tahi mātou me tō mātou hapori whānui ki te whakawhanake me te whakatinana i ngā mahere whakahaere mō ngā tūnga waka i ngā wāhi whai tānga 2 me ngā wāhi whai tānga 3.**

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

Te Tānga 3- Te pokapū tāone matua, ngā pokapū tāone (kāore e roa ake i te 45 mēneti ki ngā waka tūmatanui i te pokapū tāone matua) +te teihana mō te whakawhiti tere.

Te Tānga 3 – ka kaha te whakahaerenga o ngā tūnga waka kia noho mātāmua, kia akiakihi te whakamahia o ngā waka, atu i te motukā, i te nuinga o ngā haerenga.

Te Tānga 2 – Ngā pokapū tāone, ngā whakamahinga rerekē, ngā whare ūpanepane me ngā wharetō, ngā taiwhanga hākinakina, ngā hōhipera, ngā whare wānanga + ngā ara kōtuinga waka maha e auau ana te haerehia

Te Tānga 2 – te akiaki i te hūnuku ki ngā waka toitū hei koiri me te tautoko tonu i ngā tūnga waka whakatū-poto.

Te Tānga 1 – Ngā momo whare tāone rerekē, me ērā o raro + Ngā hononga maha, te korenga rānei i nui ake i te ara kōtuinga kotahi e auau nei te whakawhitia.

Te Tānga 1 – Te whakahaere ā-urupare i ngā tūnga waka (arā, te urupare ki ngā take ka ara ake ana).

### Te Kōtuinga Waka e whai Rautaki ana

Ko ētahi wāhanga o te Kōtuinga Waka e whai Rautaki ana, ko ngā ara matua mō te waka e hāereere ai te tangata, e kawea ai hoki ngā hautaonga huri noa i Tāmaki Makaurau. Ko te nuinga he rori, engari, he ara tereina, he ara pahi, he pekanga pahikara hoki ka whai wāhi atu.

Me kawe e te Kōtuinga Waka e whai Rautaki ana tōna tokomaha nui katoa e taea ana i te wāhi e wātea ana. E tutuki ai tēnei i runga i te āhuatanga pai, e haumaru ai hoki te tangata, ko ōna rori maha ka whakamahia mō mahi kē atu, ka whakawhanakehia rānei kia tere ake ai, kia kaha ake ai te whakamahinga o ngā waka tūmatanui me ngā ara motuhake e haumaru ana mō te eke pahikara, mō te eke kūta matihiko, mō te hīkoi anō hoki. Otirā, ko te whakamahinga o ngā motukā ka āta mātaitia mā ngā pūnaha whakahaere maha. I tēnei wā, ko tōna kotahi haurima o ngā rori i te Kōtuinga Waka e whai rautaki

- 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](http://AT.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.

ana kua whakatauhia kia whakawhanakehia i roto i te tekau tau e haere ake nei.

He mea nui kia oti ēnei whanaketanga i te wā tika me te utu tika. Ki te whakawhānuihia ake ngā ara i tua atu i ūna rohenga o mohoa nei, me hokohoko te nui o te whenua, otirā, me unu kāinga, me unu whare, me unu pakihi anō hoki. Hāunga rā te whakararuhia o ū ētahi ao e tēnei tūahuatanga, ka nui kē atu te utu mō ngā mahi, ā, ka hia tau nei te roa ki te whakatutuki i ngā mahi.

Mā te whakamahinga ake o ngā paetaha rori kua whakaritea mō te whakatū waka, ka nui ake te wā me te moni i te korenga i mate ki te hokohoko wāhi, ka iti ake hoki te wāhi ki ngā mahi hanganga. Mā tēnei e wawe ake ai te oti o ngā kaupapa mahi, ka āhei hoki te whakaotinga o ētahi atu mahi mā te tahuā pūtea e wātea tonu ana.

Hei whakaū i te putanga mai o ngā hua, ka whakaatuhia e ngā mātāpono te iti o te whai tikanga mai o te whakatū waka i ngā wāhi o ngā Pokapū – Te Kōtuinga Waka e whai Rautaki ana. Nō reira, ka whakaritea ngā tūnga waka mō ngā mahi e whakapiki ana i te haumarutanga, i ngā kōwhiringa waka rānei (pēnei i te hanganga mai o ngā ara pahi), tēnā i te whakawhānui i te rori. Ka tono tonu a AT i ētahi whakahokinga kōrero i te hapori mō ēnei mahi, engari me whawhati tata te āhuatanga e wātea tonu ai he tūnga waka.

Ko tōna 15% o ngā rori o Tāmaki Makaurau e whai wāhi ana ki te Rautaki Kōtuinga Waka. I tēnei wā ko tōna 20% o ngā rori kua whakatauhia kia whakawhanakehia i roto i te tekau tau e haere nei.

### Ngā Mātāpono whakatū waka

**Ngā mātāpono e ārahi ana i tā mātou kawe i te whakahaeretanga o ngā tūnga waka i roto i te tekau tau e haere ake nei.**

### Ngā mātāpono e ārahi ana i te wāhi ki te kauhanga rori me te wāhi ki te whakatū waka i te kauhanga rori

1. He nui te whai pānga o te pūnaha rori tūmatanui ka mutu, me whakahaere rawa e whai hua ai te katoa o Tāmaki Makaurau. Mā te whakamana i tēnei, ka whakaritea mai ngā tūnga waka, ka pai

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.

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.

hoki ūna whakahaeretanga e ngāwari ai te whakatinana i:

- te Tauāki Kaupapa Here a te Kāwanatanga mō ngā waka whenua 2021
  - te Rautaki o Tāmaki Makaurau 2050
  - ngā whāinga rautaki a Tāmaki Makaurau mō ngā waka
  - ētahi atu kōnae whakarautaki whāinga kua whakaaehia, ētahi kaupapa here me ētahi utauta (Future Connect, The Roads and Street Framework, me ētahi atu).
2. E hāngai pū ai ki tā te kāwanatanga me te kaunihera huarahi whakahaere, me whakaū i roto i ā mātou whakahaeretanga:
- te akiakitanga kia haere mā ngā waka pai ake e toitū ana pēnei i te PT me te eke pahikara
  - te whāinga kia whakamahia ētahi atu waka i tua atu i ngā waka tūmataiti
  - te whakawāteatanga o ngā paetaha rori hei whakamahinga mō ētahi mahi e nui ake ana te whai hua
3. Ka pēnei tonu te rārangi whakaraupapa i te whakaritenga o ngā wāhi i te paetaha rori:
- Hei whakaū, hei whakapiki ake i te haumarutanga o te tangata e whakamahi ana i te pūnaha waka
  - Ko te āhei tonutanga ki ngā whare (hei tauira, ko te āheinga ki ngā whare ā mohoa me te wātea o ngā waka kia hāereere i ngā whare)
  - Te whakamāmā ake i te nekenekē haere a te tangata (hei tauira, ka whakawāteahia he wāhi mō te PT, mō te eke pahikara, mō te hīkoi, mō te utanga me te āhua o te rere o ngā waka, mō te wāhi ki te Rautaki Kōtuinga Waka).
  - Te whakapai ake i ngā wāhi tūmatanui mō ngā nohonga, mō ngā tupu, mō ngā rākau, mō ngā wāhi kai ā-waho.

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). **490**

## 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

- Ngā tūnga mō ngā waka panuku
  - Ngā tūnga waka motuhake pēnei i ngā wāhi utanga, i ngā tūnga ngātahi, i ngā tūnga CAM, i ngā tūnga motopaika me ngā tūnga waka ā-hiko.
  - Ngā tūnga waka whānui
  - Ngā tūnga waka whānui hei whakakapi i te kī haeretanga o ngā tūnga waka i ngā whanaketanga i ara ake rā i muri i a Hepetema 2013.
  - E pai ana kia whakawhitihia te kaupapa 3 me te 4 kia hāngai ai ki ngā āhuatanga o te horopaki, hei tauira, i te rautaki waka, ko te nekenekē haere a te tangata e mātāmua ake ana, engari ko te whakawhanaketanga o te rohe e mātāmua ana i ngā wāhi pēnei i ngā pokapū tāone.
  - 4. E noho mātāmuri ana te whakamahinga o ngā paetaha rori hei tūnga waka i Te Kōtuinga Waka e whai rautaki ana, ā, ka whakamahia rawahia hei wāhi mō ngā mahi e whakapiki ake ana i te kawenga o te tangata, o ngā rawa anō hoki, hāunga rā ngā tūāhua whawhati tata.
  - 5. Me whai kia hāngai ngā whakahāeretanga o ngā mātāpono I-IV kia taurite ai ki ngā mātāpono Vi-XIII kei raro iho nei.
- Ngā mātāpono e ārahi ana i te āhua ki te whakahāeretanga o ngā tūnga waka i tēnā wāhi, i tēnā wāhi o Tāmaki Makaurau**
- 6. He rohe nui, he rohe whānui hoki a Tāmaki Makaurau, kei reira ūna āheinga ki ngā waka tūmatanui, kei reira hoki ūna wāwāhitanga o te whenua. Hei whakamana i tēnei, ka āta whakahāngaihia te whakahāeretanga o ngā tūnga waka ki te āhua tonu o ngā waka, ki te wāwāhitanga o ngā whenua, otirā, ki ngā hiahia o ngā hapori i ia rohe.
  - 7. I ngā rohe e rite ana mō ngā whakahoutanga (arā, e nui ana te whai wāhi ki ngā waka tūmatanui, ki ngā ngohe i ngā whenua e kaha ake nei te whakamahia) ka āta whakahāeretia ngā

**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.**

## 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

1. The road network is a valuable public asset that needs to be managed to benefit all Aucklanders. Acknowledging this,

tūnga waka i te āhua tonu e ākina ai te haere mā waka kē i tua atu i te motukā. Kua tonoa he whakahaeretanga whānui mō te wāhi ki a AT me ngā tūnga waka.

8. I ngā wāhi e āhua rite ana mō ngā whakahounga, ka ākina kia koiri mā ngā waka toitū, otirā, ka tautoko tonu i te whakatū waka mō te wā poto.
9. I ngā wāhi e uaua ana te whai wāhi o ngā waka tūmatanui, e whāiti ana hoki te whakamahinga o te whenua, ka āta arohia e mātou ngā tūnga waka (arā, ka uruparehia ngā take i te aranga ake)
10. **Ka whakahoungia te tukunga whakatū waka mō tētahi wāhi ā te wā ka piki ake te whakamahinga o ngā waka tūmatanui, o te pūnaha e akiaki ana i te hīkoi me te eke pahikara, otirā, ā te wā ka panoni te whakamahinga ā-whenua (hei tauira, ka whānui ake te whakamahinga o ngā whenua i tētahi rohe).**

### Ngā mātāpono e ārahi ana i tā mātou mahi tahi me ngā hapori ki te whakamana i te whakahaeretanga o ngā tūnga waka

11. I ngā wāhi e tāpua ai te panonitanga o ngā whakahaeretanga me te nui o ngā tūnga waka, ka mahi tahi mātou me te hapori, otirā, me ngā poari ā-rohe pātata ki te whakarite mahere mō te whakahaere tūnga waka.
- 12 He maha ngā tirohanga rerekē a te hapori ki ngā panonitanga. Ka mahi tahi mātou me ngā hapori mā te whakakaupapa, mā te whakatutuki i ngā mahi e whai pānga ana ki ngā whakahaeretanga o ngā tūnga waka.
- 13 Ka rerekē te arohia o ngā kaupapa mahi i te Kōtuinga Waka e Whai Rautaki ana, heoi anō, kei te mōhio mātou, i runga i te whakakorenga o ngā tūnga waka i ngā kaupapa mahi i te Kōtuinga Waka, i raro tonu i te mātāpono IV, ka raru pea ētahi kaihautū waka, ā, ka raru pea ētahi

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).
2. 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.
3. Kerbside space will typically be allocated in the following priority order:
- To ensure and improve the safety of people using the transport system.
  - To preserve existing property access (e.g. retain existing property accesses and also accommodate vehicle movements to access properties)
  - 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).
  - Public space improvements, such as public spaces for seating, plantings and trees, and outdoor dining areas.
  - Mobility parking
  - Specialty parking such as loading zones, car share parking, CAM parking, motorbike parking and electric vehicle parking
  - General vehicle parking
  - General vehicle parking to accommodate overflow parking from developments that occurred after September 2013.

pakihi i te matenga o ētahi kiritaki e whakatū waka ana.

Heoi anō, kei te mōhio mātou i te nuinga o te wā, ka noho mātāmuri ngā hiahia o te tokoiti ki ngā hua o te whakapai ake i te rere o te kōtuinga mō Tāmaki Makaurau whānui – hāunga pea ngā āhuatanga whawhati tata. Nō reira, mō te wāhi ki ēnei kaupapa mahi, ka whakahāngaitia ngā kōrero katoa mō ngā tūnga waka ki te kohi whakahokinga kōrero, kei tūpono kitea he āhuatanga whawhati tata e noho mātāmua ake ana pea, tēnā i te whakakorenga o ngā tūnga waka.

Ka āwhina te mātāpono XIII ki te hiki i te taumahatanga o Tāmaki Makaurau kua uia mō ō rātou whakaaro ki ēnei kaupapa kua oti kē ngā āhuatanga te whakatau. Ehara i te mea e whakatahangia ana ngā whakahokinga kōrero a te hunga tūmatanui, i hua rānei i te whai wāhitanga mai ki ngā uiuinga, engari, he huarahi e pono ai, e tika ai te whakahaere i ngā whāinga i te tukanga nei.

## Ngā Kaupapa Here mō ngā Tūnga Waka

Ka mārama i ngā Kaupapa Here te āhua o tā AT whakahaere i ngā Tūnga Waka, e ai rā ki ngā Mātāpono mō ngā Tūnga Waka. E 27 katoa ngā kaupapa here i te tuhinga hukihuki o te Rautaki Tūnga Waka, ā, kua whakarārangihia ngā upoko o ia kaupapa here ki te Āpititanga 1, engari me titiro atu koe ki te rautaki kia pānuitia ngā kōrero katoa o ngā kaupapa here.

Kei raro iho nei te matawhānui ki ētahi o ngā kaupapa here matua e whai pānga ana. Ka kōrerohia noatia e te matawhānui ētahi āhuatanga o te kaupapa here, kāore e kore, ka whai pānga atu ki te nuinga o ngā tāngata.

## Ngā mahere tōtōpū mō te whakahaeretanga o ngā tūnga waka

### Ngā āhuatanga matua me ngā hīraunga o te kaupapa here

Ka whakahaeretia e AT ngā panonitanga nui mō ngā tūnga waka (Ngā Tānga 2/3) mā te whakawhanake i

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

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

- 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.
- 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.
- For areas with moderate readiness for change, we will focus on encouraging a

ngā Mahere Tōtōpū mō te Whakahaeretanga o ngā Tūnga Waka (CPMPs).

- Ka whakatinanahia anake ngā panonitanga mō ngā tūnga waka e whai hiranga ana, pēnei i ngā wāhi whai tānga 2, ngā whai tānga 3 rānei, i te wā ka whakamahia tētahi CPMP.
- Ka whakawhanaketia tahitia ngā CPMP's mā te mātua whiriwhiri me te hapori me ngā poari ā-rohe pātata e whai pānga ana. Ka whai mana ana tētahi CPMP, ka wawe te whakatinanahia.
- Ka whakawhanaketia e AT tētahi pou tarāwaho mō te whakawhanaketanga o ngā CPMP's.
- Ehara i te mea me whai CPMP te whakarerekētanga o ngā ara tūnga waka i te Kōtuinga Waka e Whai Rautaki ana.

### Te whakahaeretanga o ngā tūnga waka i te Kōtuinga Waka e Whai Rautaki ana

#### **Ngā wāhangā matua o te kaupapa here**

- I te Kōtuinga Waka e Whai Rautaki ana, ka noho mātāmua te whakamahinga o ngā rawapuni e pai ake ai, e haumaru ake ai te nekenekē o ngā tāngata, i te nui ake o ngā hua ka puta ki ngā tāngata o Tāmaki Makaurau.

#### **Ngā hīraunga o te kaupapa here**

- I te tino iti ake o te utu me te poto ake o te wā kia hangahoutia ngā tūnga waka i te rori, tēnā i te whakawhānui i te rori, i te kore rānei o ngā mahi e tīmata, ka pēnei i te Kōtuinga Waka e Whai Rautaki ana, e haumaru ake ai, e pai ake ai te nekenekē a ngā tāngata, pēnei i ngā ara pahi. Ka whai tonu a AT i ngā urupare tūmatanui mō ēnei kaupapa mahi, engari ka puritia anake ngā tūnga waka i ngā horopaki motuhake.

### Te pūnaha whai tānga mō te whakahaeretanga o ngā tūnga waka

#### **Ngā wāhangā matua o te kaupapa here**

- Mō te matawhānui ki te pūnaha whai tānga mō te whakahaeretanga o ngā tūnga waka, tēnā tirohia te

- shift to sustainable modes for commuting while still supporting short-stay parking.
9. 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).
  10. 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).

[Whakarōpu i a Tāmaki Makaurau ki ngā tūnga waka e whai tānga ana.](#)

### **Ngā hīraunga o te kaupapa here**

- Kei te ripanga o raro te matawhānui ki te huarahi, kāore e kore, ka whāia mō te whakahaere i ngā tūnga waka ki ia tānga.
- Ko ngā tino whakataunga ka whakamahia, ko ngā wā me ngā wāhi hoki e whakamahia ai, ka whakamāramatia i te whakawhanaketanga o ngā CPMP (tirohia a runga).

#### **Te Tānga 1**

- Ngā whakahaeretanga ā-urupare mō ngā tūnga waka. Mēnā ka puta he take ā-tūnga waka, pēnei i te kaha o te hiahia, i ngā take haumaru rānei, mā mātou tonu e whakatau te urupare e tika ana mō te whakahaeretanga o ngā tūnga waka, pēnei i te whai utu mō ngā tūnga waka.
- Atu i tēnei, kāore e rerekē, ka iti rānei te rerekē, o ngā whakahaeretanga me te wātea o ngā tūnga waka.

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

11. 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.

12 **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.

13 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.

- Ka noho tonu ngā tūnga waka kāore i ngā rori hei whiringa anō, e mauru ake ai ngā pēhangā mō ngā tūnga waka i ngā rori.
- Me whakaahu anō, i ngā wā anake ka wātea mai tētahi huarahi nui mō te whakapakari i te ahumoni. I ērā horopaki, ka noho tonu ngā tūnga waka ki ngā herenga whakaahu.
- Te tino whai kia huri ngā tūnga waka hei tūnga waka whakatū-poto mēnā e nui ana te nōhia o aua wāhi rā.
- Ka kaha te whakanuia o te utu o ngā tūnga waka whakatū-roa.
- Kia eke te whakamahia o ngā tūnga waka ki te 85%.

## Parking Policies

The Parking Policies articulate how AT will manage the parking system in accordance with the Parking Principles. There are 27 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

## Te Tānga 2

- Ka kaha te whakahaeretanga o ngā tūnga waka.
- Ka arotahitia te whakaiti i te whakamahinga o ngā waka tūmataiti mō ngā haerenga o ngā kaikoiri (arā, mō te mahi me te mātauranga).
- Te whakaū, te whakanui rānei i te nui o ngā tūnga waka whakatū-poto (kia nui ake te whakamahinga).
- Ka nui ake pea te utu mō ngā tūnga waka.
- Ka pāhaotia pea ētahi wāhi mō ngā tūnga waka e pai ake ai ngā kōwhiringa hāreere, atu i ngā waka tūmataiti.
- Ka noho tonu ngā tūnga waka kāore i ngā rori hei whiringa anō mō ngā whakatūngā-poto, e mauru ake ai ngā pēhangā mō ngā tūnga waka i ngā rori.
- Me whakaahu anō, i ngā wā anake ka wātea mai tētahi huarahi nui mō te whakapakari i te ahumoni.
- Ka kaha te panoni i ngā tūnga waka whakatū-roa hei tūnga waka whakatū-poto.
- Kia eke ki te 85% te whakamahia o ngā tūnga waka.
- Kia nui ake te utu o ngā tūnga waka whakatū-roa kia hāngai ki te utu mākete.
- Me tino whai kia whakahaerengia tahitia ngā tūnga waka mō ngā rawapuni ā-haporī a te Kaunihera kāore i ngā rori, me ngā Rawapuni Tūmatanui a te Kaunihera me ngā poari ā-rohe, otirā, kia kaua e huri ēnei rawa hei tūnga waka whakatū-roa.

## Te Tānga 3

- Ka kaha te whakahaeretanga o ngā tūnga waka.

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.

- Ka arotahitia te whakaiti i te whakamahinga o ngā waka tūmataitī mō ngā momo haerenga katoa
- Ka nui ake te utu mō ngā tūnga waka, ā, ka nui ake ngā tūnga waka me ūna herenga ā-wā.
- Kāore e kore ka pāhaotia ētahi wāhi tūnga waka e pai ake ai ngā kōwhiringa hāereere, atu i ngā waka tūmataitī.

## Te Tānga 3

- Ka noho tonu ngā tūnga waka kāore i ngā rori hei whiringa anō mō ngā whakatūnga-poto, e mauru ake ai ngā pēhangā mō ngā tūnga waka i ngā rori.
- Ka kaha te whai āheinga kia whakawhanaketia anō ngā tūnga waka kāore i ngā rori.
- Kia eke ki te 85% te whakamahia o ngā tūnga waka.
- **Te huri i ngā tūnga waka whakatū-roa hei tūnga waka whakatū-poto.**
- Kia nui ake te utu o ngā tūnga waka whakatū-poto kia hāngai ki te utu mākete.
- Me tino whai kia whakahaeinga tahitia ngā tūnga waka mō ngā rawapuni ā-haporī a te Kaunihera kāore i ngā rori, me ngā Rawapuni Tūmatanui a te Kaunihera me ngā poari ā-rohe, otirā, kia kaua e huri ēnei rawa hei tūnga waka whakatū-roa, ā, kia whakatinanahia ētahi taputapu whakahaere i ngā wāhi me pērā.

## Te Whakatū me te eke

### Ngā wāhanga matua o te kaupapa here

- Ka whakaritea ngā ratonga whakatū me te eke hei tautoko i te tipuranga, mā te whakapai ake i te whai wāhi atu ki te pūnaha waka tūmatanui (mātua rā, ko te Kōtuinga Whakawhitī Tere) i ngā wāhi kāore i te pērā rawa te wātea, te whānui rānei o ngā teihana pahi me ngā ratonga pahi ā-rohe e whai hononga ana.
- Ka whakaritea te utu me te wā o ngā ratonga ‘whakatū me te eke’ hei tohu i te māramatanga ki te utu o ūna ratonga, me te akiaki hoki i ētahi atu huarahi e whai wāhi atu ai te katoa ki ngā teihana waka tūmatanui. Ka whakahoungia ngā utu mō ngā tūnga waka i ia tau, ā, ka whakaarotia:
  - te utu o te whai wāhi atu o ngā waka tūmatanui ki ngā teihana, me te utu o ngā waka tūmatanui ki te pokapū o te tāone.

## 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.

- te tānga o ngā tūnga waka o te wāhi kei reira te ‘whakatū me te eke’
- te hiahia ki ngā tūnga waka, tae atu ki ērā e pīrangitia nei e te hunga e whakamahi ana i te ‘whakatū me te eke’ e whai wāhi atu ai rātou ki ngā mahi e pātata ana (atu i te whai wāhi ki ngā waka tūmatanui).
- Ka akiakitia, ka tautokona e AT te whakawhanake anō i ngā āheinga mō ngā wāhi ‘whakatū me te eke’. Heoi, ka taunakitia hoki te noho o ngā tūnga waka mēnā rānei e kaha tonu ana te hiahiatia me te kore e tahuri a tērā hunga ki momo waka kē.
- Mēnā ka whakaritea he wāhi anō mō te ‘whakatū me te eke’, me whakatū ki ōna wāhi kāore nei e marara ana, e wātea ana rānei ngā hononga ki ngā teihana mā ngā ratonga e auau nei te hāereere. Me parahau hoki ngā whakaritenga mā tētahi kōrero ā-pakihi.

## 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](#).

## Implications of the policies

- The table 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).

Tier 1

### Ngā hīraunga o te kaupapa here

- Ka whakaurua e AT ngā utu ki ngā wāhi ‘whakatū me te eke’:
  - hei akiaki i ngā tāngata kia whai wāhi atu rātou ki ngā tēihana mā ngā waka, atu i ngā waka tūmataitai.
  - hei whakapāhunu i te whakamahinga o te ‘whakatū me te eke’ e whai wāhi atu ai ngā tāngata ki ngā mahi e pātata noa ana (arā, te hunga kāore i te haere mā ngā waka tūmatanui).
  - kia hāngai ki te nui o te utu o te whakawātea me te tauwhiro i ngā ‘whakatū me te eke’.
- Ka whakaitingia, ka whakakorea pea rānei ētahi ‘whakatū me te eke’. Ka whakatūria anake ētahi ‘whakatū me te eke’ hou mēnā e tika ana, e ai ki ngā paearu a AT.

### Te kanorautanga mō ngā tūnga waka

#### Ngā wāhangā matua o te kaupapa here

Kia hāngai ai ki ā mātou whāinga e whai rautaki ana mō ngā waka, ka whakakanorautia e AT ngā tūnga waka (i ngā rori me ngā wāhi kāore i ngā rori). Hei tauira, mā te noho mātāmua o ngā wāhi uta, o ngā tūnga waka mō te hunga me whai ara māmā ake, o ngā waka e kawe ana i ngā tāngata maha, o ngā

- 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.

- 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

- 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.
- 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.

motopaika, o ngā pahikara me ngā pūrere waka moroiti.

### **Ngā hīraunga o te kaupapa here**

I ētahi wāhi, otirā, i ngā pokapū o ngā tāone, ka hurihia pea ētahi tūnga waka whānui hei momo tūnga waka kē, hei wāhi utanga rānei.

### **Ngā tūnga waka mō te hunga me whai ara māmā ake/panuku**

#### **Ngā wāhangā matua o te kaupapa here**

Mā AT e whakarite ngā tūnga waka panuku, mō te hunga e whai kāri panuku ana. Ka whakaritea ki te nui e tika ana, e whai wāhi atu ai te hunga me whai ara māmā ake.

#### **Ngā hīraunga o te kaupapa here**

Kāore he hīraunga nui, ā, e rite ana ki te huarahi e whāia ana i tēnei wā tonu.

### **Ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho**

#### **Ngā wāhangā matua me ngā hīraunga o te kaupapa here**

- Ngā paearu mō te whakatau mēnā rānei e māraurau ana tētahi wāhi hei Tūnga Waka i ngā Rohe o ngā Kāinga Noho.
- Ko wai mā e māraurau ana ki tētahi Puka Whakaaetanga i te whakaritenga o tētahi Tūnga Waka i ngā Rohe o ngā Kāinga Noho
- Ka nui haere te utu ā-tau o ngā Puka Whakaaetanga mō ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho, i te panonitanga o ngā kaupapa here o te Kāwanatanga ā-Motu.

#### **Ngā paearu mō te whakatū i ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho**

Ka whakaarotia anake ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho:

- 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.

- mēnā ka nui ake te hiahia ki ngā tūnga waka, ā, kia neke atu tana whakamahinga i te 85% i ngā wā e kaha whakamahia ana ngā tūnga waka (ko te 4 hāora i te nuinga o te wā)
- mēnā kua mana kē ngā utu me ngā herenga ā-wa mō ngā tūnga waka i aua wāhi rā.
- mēnā kei roto taua wāhi rā i te wāhi whai tānga 2, i te wāhi whai tānga 3 rānei.

### **Ngā Puka Whakaaetanga mō ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho – ngā paearu**

Kāore e tukua ngā Puka Whakaaetanga mō ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho ki ngā whare i whakaaetia i muri o Hepetema, 2013. Anei e whai ake nei te rārangī mātāmua mō ngā Puka Whakaaetanga e pā ana ki ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho, ā, ko ngā mea mātāmua katoa kei runga:

- Ko ngā whare me tōna taitara kotahi, kāore ūna tūnga waka i tua i ngā rori, ko ngā whare wharetō i whakatūria i mua i te 1944, ā, kāore ūna tūnga waka i tua i ngā rori.
- Ko ngā whare me tōna taitara kotahi, ā, kotahi tana tūnga waka kāore i ngā rori.
- Ko te toenga o ngā whare, me ngā whare i te taone hoki.
- Ko ngā wharetō.

### **Te utu ā-tau o ngā Puka Whakaaetanga mō ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho**

- I tēnei wā tonu, e \$70 te utu ā-tau mō tētahi Puka Whakaaetanga mō ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho. E hāngai ana tēnei ki te utu mō te whakahaere i te pūnaha o ngā puka whakaaetanga, ā, koia te utu mōrahi e whakaaetia ana e te ture i tēnei wā. Kāore tēnei utu e hāngai ana ki te utu o te whakarite i te tūnga waka.
- E tāria ana ngā panonitanga o te ture, e āhei ai te whakahāngai i te tino utu o te whakarite i ngā rawa tūnga waka, pēnei i ngā utu whakahaere, i ngā utu whakapaipai, me te wāriū ā-mākete o te tūnga waka (arā, te whakatau tata i te pūtea ka kōpaka i te korenga i whiwhi pūtea i ngā tūnga waka mēnā he tūnga waka whai utu whānui ērā). I te

### **Tier 3**

- 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.

### **Tier 3**

- 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.

## 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.

whakamanatanga o tērā panonitanga, ka nui ake te utu o ngā puka whakaetanga.

## Āpitihanga 1

Te roanga ake o te rārangī mō ngā kaupapa here i te tuhingā hukihuki o te Rautaki Tūnga Waka

### Rōpū 1

Te whakaritenga me te huarahi whakatinana

1. Te whakamahere tūnga waka
2. Te hoahoa me te whakatutukitanga o ngā tūnga waka
3. Te whakapā atu ki te hapori tūmatanui mō ngā tūnga waka
4. Ngā whakahaeretanga tūnga waka
5. Ngā haumitanga anō o te moni i whiwhi i ngā tūnga waka

### Rōpū 2

Ngā paetaha rori me ngā wāhi kāore i ngā rori

6. Ngā whakahaeretanga o ngā tūnga waka kei ngā rori.
7. Ngā whakahaeretanga o ngā tūnga waka i te Kōtuinga Waka e Whai Rautaki ana.
8. Ngā whakahaeretanga o ngā tūnga waka kāore i ngā rori.
9. Ngā whakahaeretanga o te 'whakatū me te eke'
10. Te wāwāhi i ngā rohenga o ngā paetaha rori
11. Te kanorautanga mō ngā tūnga waka

### Rōpū 3

Ngā whakarōpū tauwhāiti mō ngā waka

12. Ngā tūnga waka mō ngā pahikara me ngā momo waka moroīti
13. Ngā tūnga waka mō ngā motopaika
14. Ngā tūnga waka mō ngā waka hiko

## 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 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

15. Te haere tahi i ngā waka me te whakatū tahi i ngā waka
16. Ngā tūnga waka mō ngā pahi
17. Ngā wāhi utanga
18. Ngā wāhi kāore e whakaaetia te whakatūnga o ngā waka
19. Ngā tūnga waka mō te hunga me whai ara māmā ake/panuku

## Rōpū 4

### Ngā āhuatanga tauwhāiti

20. Ngā panonitanga ā-taupua
21. Ngā tūnga waka e tata ana ki ngā kura
22. Ngā tūnga waka mō ngā taiopenga
23. Ngā tūnga waka mō ngā rawapuni ā-hapori a te Kaunihera
24. Ngā tūnga waka i ngā Rohe o ngā Kāinga Noho me ngā Puka Whakaaetanga mō ngā tūnga waka i ngā Rohe o ngā Kāinga Noho.
25. Ngā puka whakaaetanga, ngā tīkīti me ngā puka whakauru.

## Te rārangi kupu o ngā tūnga waka e whai pautaki ana

### Ngā Kupu

Te Mahere mō Tāmaki Makaurau 2050

Auckland Transport (AT)

Taunga pahi

Pahikara me ngā waka moroiti

Te Mahere Tōtōpū mō te Whakahaeretanga o ngā

Tūnga Waka (CPMP)

Waka hiko (EV)

Kōtuinga waka e Kaha Whakamahia ana (FTN)

<p>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.</p>	<p>Future Connect <b>Te Tauākī Kaupapa Here a te Kāwanatanga mō ngā waka whenua 2021</b></p>
<p><b>Implications of the policy</b> No major implications, similar to current approach.</p>	<p>Greenfield <b>Wāhi uta</b></p>
	<p>Waka moroiti</p>
<p><b>Residential Parking Zones</b></p>	<p><b>Tūnga waka panuku</b></p>
<p>Key aspects and implications of the policy</p>	<p>Motopaika</p>
<ul style="list-style-type: none"> <li>• The criteria that determines if an area is eligible for a Residential Parking Zone.</li> <li>• Who is eligible for a Residential Parking Permit once a Residential Parking Zone is established.</li> <li>• The annual costs for Residential Parking Permits will go up once changes to Central Government policy are made.</li> </ul>	<p><b>Te Tauākī Kaupapa Here ā-motu mō te Whakawhanake Tāone 2020</b> <b>Whakatū me te eke</b></p>
	<p><b>Tūnga waka kāore i ngā rori</b></p>
	<p><b>Tūnga waka i ngā paetaha rori</b></p>
	<p><b>Tūnga waka ki ngā papanga</b></p>
	<p><b>Tūnga waka</b></p>
	<p><b>Tūnga waka - e whai utu ana</b></p>
<p><b>Criteria for establishing Residential Parking Zones</b></p>	<p><b>Tūnga waka - wāhi tūnga waka - he herenga ūna</b></p>
<p>Residential Parking Zones will only be considered when:</p>	<p><b>Tūnga waka - he herenga ā-wā ūna</b></p>
<ul style="list-style-type: none"> <li>• parking demand for the subject area is greater than 85% occupancy across the average peak parking period (generally 4 hours)</li> <li>• priced and time restricted parking is already in place in the subject area</li> <li>• the area is within a Tier 2 or Tier 3 location</li> </ul>	<p><b>Tūnga waka - kāore ūna herenga</b> <b>Te whakahaeretanga o ngā tūnga waka</b></p> <p><b>Kaupapa here (mō ngā tūnga waka)</b></p>

<p><b>Residential Parking Permits – eligibility criteria</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• House on a single title without off-street parking or an apartment building built before 1944 without off-street parking</li> <li>• A house on a single title with one off-street space</li> <li>• All other houses or townhouses</li> <li>• Apartments.</li> </ul> <p><b>Annual cost of Residential Parking Permits</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Changes to legislation are anticipated that will allow permit pricing to reflect the true 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.</li> </ul>	<p>Mātāpono (mō ngā tūnga waka)</p> <p>Waka tūmatanui</p> <p>Te rite mō ngā panonitanga</p> <p>Te Mahere mō ngā Waka Whenua ā-Rohe (RLTP)</p> <p>Ngā Puka Whakaaetanga mō ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho</p> <p>Ngā Tūnga Waka i ngā Rohe o ngā Kāinga Noho</p> <p>Ngā whakahaeretanga ā-urupare mō ngā tūnga waka</p> <p>Kōtuinga Waka Tere (RTN)</p> <p>Ngā Whāinga e whai Rautaki ana</p> <p>Te Kōtuinga Waka e whai Rautaki ana (STN)</p> <p>Te Mahere Hukihuki a te Kāwanatanga mo te Whakaiti i ngā Putanga Para ki te Taiao me Te Tāruke-ā-Tāwhiti:</p> <p>Te Mahere Āhuarangi a Tāmaki Makaurau</p> <p>Te Pou Tarāwaho mō ngā Rori me ngā Tiriti (RASF)</p> <p>Te Pūnaha Waka</p> <p>Kōwhiringa Haere</p> <p>Ngā Tautuhinga</p> <p>Ko te mahere tiriwā, ko te mahere pae tawhiti tēnei a Tāmaki Makaurau, ka whakamārama i ngā wero o te tipu haere o te taupori o Tāmaki Makaurau, o te whai</p>
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## 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

wāhi a te katoa ki ngā tōnuitanga, o te whakahāweatanga o te taiao, me te huritao hoki ki ngā wāhi matua hei whakatipu, hei whakawhanake, tēnā tirohia tēnei: [aucklandcouncil.govt.nz/plans-projects-policiesreports-bylaws/our-plans-strategies/auckland-plan/Pages/default.aspx](https://aucklandcouncil.govt.nz/plans-projects-policiesreports-bylaws/our-plans-strategies/auckland-plan/Pages/default.aspx)

Te Whakahaere o te Kaunihera o Tāmaki Makaurau mō ngā Whakahaeretanga o te Pūnaha Waka

Ko ngā wāhi ēnei hei whakatū pahi i ngā wā kāore e whakamahia ana, ā, i te nuinga o te wā e tāria ana kia tīmataria anō tana ratonga. Ko ngā tūnga pahi kei ngā paetaha rori pea, kei ngā wāhi rānei kāore i ngā rori.

He kupu mō ngā pahikara me ngā momo pūrere waka e moroiti ana (tirohia ngā waka moroiti)

He mahere tēnei mō tētahi wāhi tauwhāiti e whai whakaaro ana ki ngā whakamahinga o taua whenua, ki ngā āhuatanga whai wāhi atu ki te whenua rā, me te whakamārama i ngā tikanga whakahaere mō ngā tūnga waka, i roto i te wā.

**Ngā waka hiko.** Mō ngā tautuhinga, tēnā tirohia te pae tukutuku a Waka Kotahi NZ Transport Agency: <https://www.nzta.govt.nz/vehicles/vehicle-types/>

He whakarōpūtanga tēnei i ngā momo ratonga waka, kāore nei e roa ake i te 15 meneti te roa o te tatari ki ngā ratonga, atu i te 7am ki te 7pm i ia rā o te wiki, engari kāore e noho mātāmua (hei tauira, ngā ara pahi me ngā tohu mātāmua)

#### 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

He mahere kōtuinga pae tawhiti a Future Connect mō te pūnaha waka o Tāmaki Makaurau. Ka tautuhia ngā wāhangā hira katoa o te pūnaha waka, ngā take kaikini katoa me ngā āheinga. Ka āwhina tēnei i tā mātou whakarite i tā mātou hōtaka haumitanga mō ngā tau 10, Te Mahere mō ngā Waka Whenua ā-Rohe. Mō te whakaroanga ake o ngā whakamārama, tēnā tirohia tēnei:

[at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transports-network-plan/](https://at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transports-network-plan/)

Ko tā tēnei he whakamārama i ngā hiahia o te Kāwanatanga kia noho mātāmua ngā haumitanga ā-waka i ngā tau 10 kei mua i te aroaro. Tirohia tēnei:

		<p>transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport/</p>
<b>Group 3</b>	<b>Specific vehicle classes</b>	<p>Ko ngā wāhi ēnei kāore anō kia tino whakawhanaketia, pēnei i ngā whenua pāmu.</p>
12	Cycle and micro-mobility parking	<p>Ko ngā wāhi ēnei o te rori (i te nuinga o te wā ko ngā paetaha rori) e taea ai ngā waka te whakatū kia tangohia ngā rawa, e makere ai rānei ngā tāngata.</p>
13	Motorcycle and moped parking	
14	Electric vehicle parking	<p>Ko ngā momo waka iti ēnei, kāore i te taumaha, ko te 25km tōna pae tere i te nuinga o te wā, ā, ka taraiwhaia e ngā tāngata mō ā rātou ake take. Ko ngā pūrere waka moroiti ngā waka pēnei i ngā paihikara, i ngā paihikara ā-hiko, i ngā kūta ā-hiko, i ngā papareti ā-hiko, i ngā paihikara eke tahi, me ngā paihikara e āwhinatia ana te huringa o te teka ki te hiko (kāore anō tēnei rārāngi ingoa kia oti).</p>
15	Rideshare and car share parking	
16	Bus/coach parking	<p>Ngā tūnga waka kua rāhuitia mō ngā waka e whakaatu ana i ā rātou puka whakaaetanga mō te hunga panuku.</p>
17	Loading zones	
18	No parking areas	
19	Accessibility/mobility parking	<p>Mō ngā whakamāramatanga o ngā momo waka, tirohia te pae tukututuku a Waka Kotahi NZ Transport Agency: <a href="https://www.nzta.govt.nz/vehicles/vehicle-types/">https://www.nzta.govt.nz/vehicles/vehicle-types/</a></p>
<b>Group 4</b>	<b>Specific situations</b>	<p>Ka whakatakotoria e Te Tauākī Kaupapa Here ā-motu mō te Whakawhanake Tāone 2020 te huarahi mō ngā kaupapa here me ngā ture mō te whakawhanake i ngā tāone puta noa i Aotearoa. Ko tana whāinga kia pai ai te āheinga o te taiao i ngā tāone o Aotearoa, kia eke ki te taumata e tika ana mō ngā matea e rerekē haere ana i ūmātou hapori kanorau. Mō te roanga ake o ngā whakamārara, tirohia tēneii:</p>
20	Temporary changes	<p><a href="http://hud.govt.nz/urban-development/national-policy-statement-on-urban-development/">hud.govt.nz/urban-development/national-policy-statement-on-urban-development/</a></p>
21	Parking around schools	
22	Event parking	<p>Ko ngā wāhi enei e whakahaeretia ana e AT mō ngā tūnga waka kāore i ngā rori, e tata ana ki ngā pokapū matua mō ngā waka tūmatanui, pēnei i ngā rerewhenua, i ngā waka tere me ngā teihana pahi. Ka whakatū ngā kiritaki i ūmātou waka, ā, ka whakawhitī ki ngā ratonga waka tūmatanui.</p>
23	Council community facilities parking	
24	Residential parking zones and residential parking permits	<p>Ko ngā tūnga waka ēnei e wātea ana ki ngā wāhi kāore i ngā rori, pēnei i ngā hanga tūnga waka, i ētahi atu tūnga waka rānei kāore i ngā rori. I te nuinga o te wā, nā te Kaunihera o Tāmaki Makaurau ngā tūnga waka tūmatanui kāore i ngā rori, ā, ka whakahaerehia e AT. He momo tūnga waka te 'whakatū me te eke' kāore i ngā rori. Mō ngā tūnga waka tūmataiti kāore i ngā rori, tirohia ngā tūnga waka ki ngā papanga. Ka whakaritengia ētahi tūnga waka tūmataiti kāore i ngā rori hei whakatū waka mā ngā kiritaki, ā, i ētahi wā he tūnga waka noa mō ngā kiritaki.</p>
25	Permits, coupons and concessions	

# Parking strategy glossary of terms

Term	
Auckland Plan 2050	He tūnga waka tēnei e wātea ana i te rori, i te nuinga o te wā kei te rohenga o te paeara. Ka whakahaerengia e AT ngā tūnga waka tūmatanui katoa i ngā rori o Tāmaki Makaurau.
Auckland Transport (AT)	Ko ngā tūnga waka ēnei e whai pānga ana ki ngā whakamahinga whenua, ā, i ētahi wā kua kiā he tūnga waka āpiti.
Bus layover	Ko ngā whakaputunga taupua ēnei (putunga poto, putunga roa rānei) mō ngā momo waka kawekawe katoa, tae atu ki ngā tūnga waka ki ngā papanga, ngā tūnga waka kāore i ngā rori me ngā tūnga waka kei ngā rori. Heoi anō, ko te huarahi whakahaere i ngā tūnga waka ka whakamāramahia i tēnei tuhinga, e hāngai ana ki ngā tūnga waka kāore i ngā rori me ngā tūnga waka kei ngā rori e whakahaerengia ana e Auckland Transport.
Cycle and Micro-mobility	E hāngai ana tēnei ki ngā horopaki me utu mō te whakatū waka i ngā tūnga waka. I te nuinga o te wā ka nui ake te utu i te roanga ake o te tū o te waka i te tūnga waka rā.
Comprehensive Parking Management Plan (CPMP)	Ka whakamahia ngā Rohenga Tūnga Waka hei tohu i ngā ture mō ngā tūnga waka i tētahi rohe whānui, ā, ka tohua i te tīmatatanga me te whakamutunga o ia rohe. Ka whai wāhi pea ngā waeture mō ngā tūnga waka ā-rārangi (i ngā paeara), ā, ka noho mātāmua i ngā ture mō ngā rohenga tūnga waka.
Electric Vehicle (EV)	He wā tāpui e whakaaetia ana kia whakatūria tētahi waka i tētahi tūnga waka. Ka whakaahuatia ēnei i ngā meneti, ā, i te nuinga o te wā, ko ēnei ngā roanga - P5, P10, P30, P60, P120, P180, P240.
Frequent Transit Network (FTN)	
Future Connect	
Government Policy Statement on Land Transport 2021	Kāore he herenga ā-wā i ēnei wāhi, ā, kāore he utu, kāore hoki he herenga mō ngā momo waka.
Greenfield	
Loading zone	Ko ngā tikanga whakahaere ēnei a Auckland Transport i ngā tūnga waka kei raro i tana mana. Kei konei ngā kōrero mō te whakarite i ētahi tūnga waka hou, te whakakorenga o ngā tūnga waka, me ngā whakahaeretanga mō ngā tūnga waka o tēnei wā (pēnei i te panoni i te momo tūnga waka i tētahi wāhi).
Micro-mobility	
Mobility parking	Ka kōrerotia e ēnei ngā tikanga whakahaere a AT i ngā pūnaha tūnga waka kia rite ki tā ngā mātāpono mō ngā tūnga waka, ā, ka toro atu ki ngā whāinga e whai rautaki ana. Ka noho ko ngā kaupapa here matua mō ngā tūnga waka i tēnei Rautaki Tūnga Waka, ā, ko ētahi atu kaupapa here mō ngā whakahaeretanga ko ērā pēnei i te whakarerekē a AT i te utu mō ngā tūnga waka.
Motorcycle	
National Policy Statement on Urban Development 2020	

Park and ride	Ka ārahi ēnei i tā mātou huarahi whakahaere i ngā tūnga waka mō ngā tekau tau kei mua i te aroaro, ā, ka whakamāramatia te whakarāpopotanga o tā mātou huarahi whānui mō ngā tūnga waka.
Off-street parking	Ko ngā waka tūmatanui ko ngā pahi, ko ngā rerewhenua, ko ngā waka tere me ngā ratonga inamata e hiahitia ana, e whakaritengia ana e Auckland Transport.
On-street parking	
Onsite parking	
Parking	He arotake i te rite o te hapori/wāhi ki te whakawhitī mai i te haere mā runga waka tūmataiti ki ngā waka pai ake me ngā momo waka toitū. I te nuinga o te wā, e hāngai ana tēnei ki te whai wāhi a te tangata ki ētahi momo waka rerekē, me te wātea o ngā ratonga ā-hapori, e iti ake ai ngā matea haere mā runga waka tūmataiti.
Parking - paid	
Parking - parking zone – parking restrictions apply	
Parking - time restricted	He mahere haumitanga tēnei mō te pūnaha waka o Tāmaki Makaurau, ā, e 10 tau te roa. Ka whakamāramahia ngā wāhi ka heipū a Auckland Transport, a Waka Kotahi NZ Transport Agency me KiwiRail hei urupare i ngā wero ā-waka i ngā rohe, mā te marohi i tētahi hōtaka haumitanga, e tekau tau te roa, mō ngā kaupapa mahi e hāngai ana ki ngā waka, tirohia tēnei: <a href="https://at.govt.nz/about-us/transportplans-strategies/">at.govt.nz/about-us/transportplans-strategies/</a> <a href="https://at.govt.nz/regional-land-transport-plan/">regional-land-transport-plan/</a>
Parking - unrestricted	
Parking management	
Policies (parking)	Tirohia te RPZ.
Principles (parking)	
Public transport	
Readiness for change	He rohenga tūnga waka tēnei, ā, he pūnaha puka whakaaetanga tōna e whakawātea ana i te hunga me ngā RPP's i ētahi atu tikanga whakahaeretanga tūnga waka. He mea whakahoahoa ngā RPZ's hei āwhina ki te whakatautika i ngā hiahia rerekē mō ngā tūnga waka i ngā paeara. He herenga māraurau tō ngā kainoho e whiwhi ai rātou ki tētahi RPP, ā, he tepe whakarunga tō te tapeke o ngā puka whakaaetanga e wātea ana i ia rohe, me ngā paearu whakaarotau mō te whiwhi puka whakaaetanga. Me whakahou ngā puka whakaaetanga i ia tau. Kāore ngā RPP e kī taurangi i tētahi tūnga waka. Mō te whakaroanga o ngā kōrero mō ngā RPZ's me ngā RPP's, me haere ki <a href="https://at.govt.nz/driving-parking/parking-permits/resident-parking-permits/">https://at.govt.nz/driving-parking/parking-permits/resident-parking-permits/</a>
Regional Land Transport Plan (RLTP)	
Residential Parking Permit (RPP)	
Residential Parking Zone (RPZ)	Mēnā ka puta he take tūnga waka, pēnei te nui o te hiahia, i ngā take haumaru rānei, mā AT e whakatau te urupare e tika ana mō ngā whakahaeretanga tūnga waka.
Responsive parking management	He whakarōpūtanga tēnei o ngā ratonga waka tūmatanui, e kīa ana he tere, he auau, he nui hoki te

Rapid Transit Network (RTN)	hunga ka kawea i ēnei ratonga waka tūmatanui i ngā ara rerekē, tēnā i ngā waka whānui.
Strategic objectives	Ko ngā whāinga e whai rautaki ana e ārahi ana i te whakahaeretanga me te haumitanga o te pūnaha waka o Tāmaki Makaurau.
Strategic Transport Network (STN)	Kei Te Pūnaha Waka e whai Rautaki ana ngā ara matua e hono ai ngā tāngata ki Tāmaki Makaurau whānui. Ko te nuinga he rori, engari he ara rerewhenua, he ara pahi, he ara pāhikara hoki ētahi kāore i ngā rori.
The Government's draft Emissions Reduction Plan and Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan	E tohu ana ēnei i te hiahia matua kia nui te panonitia o ngā huarahi e hāereere ai tātou. Ina koa, te hūnuku i ngā waka kōhinu me ngā waka tihara ki ngā momo waka e iti ana te tukanga o te para. Tirohia tēnei: <a href="https://mpi.govt.nz/consultations/emissions-reduction-plan/aucklandcouncil.govt.nz/plans-projects-policiesreports-bylaws/our-plans-strategies/Pages/te-taruke-a-tawhiri-ACP.aspx">mpi.govt.nz/consultations/emissions-reduction-plan/aucklandcouncil.govt.nz/plans-projects-policiesreports-bylaws/our-plans-strategies/Pages/te-taruke-a-tawhiri-ACP.aspx</a>
The Roads and Streets Framework (RASF)	
Transport system	
Travel choice	

Definition	
This is Auckland's long-term spatial Plan, it sets out Auckland's challenges of population growth, shared prosperity, and environmental degradation, as well as reflecting key areas for growth and development see <a href="https://aucklandcouncil.govt.nz/plans-projects-policiesreports-bylaws/our-plans-strategies/auckland-plan/Pages/default.aspx">aucklandcouncil.govt.nz/plans-projects-policiesreports-bylaws/our-plans-strategies/auckland-plan/Pages/default.aspx</a>	Ka whakamahia tēnei ki te whakamōhio atu i ngā whakahoahotanga mō ngā whanake i ngā rori me ngā tiriti. He rauemi hira tēnei e mōhiotia ai me pēhea pea te wāwāhi i ngā wāhi o te rori e uruparetia ai ngā matea, ngā riu hoki o ngā whenua e tūhono ana, me te te neke hoki o ngā tāngata, o ngā rawa me ngā ratonga. Tirohia tēnei: <a href="https://at.govt.nz/about-us/transport-plans-strategies/roads-and-streets-framework/">at.govt.nz/about-us/transport-plans-strategies/roads-and-streets-framework/</a>
Auckland's Council Controlled Organisation responsible for the transport system.	Ko te pūnaha waka whānui tēnei, ā, ka whai wāhi mai ngā momo rautaki katoa e hāereere ai ngā tāngata i Tāmaki Makaurau, pēnei i ngā rori, i ngā waka, i ngā rerewhenua, i ngā pahi, i ngā ara pahi, i ngā waka tere, i ngā utanga, i ngā ara hīkoi, i ngā kūta, i ngā pahikara me ngā ara pahikara.
Space for buses to park while not in use, typically when waiting to start another service. Bus layover may be kerbside or off-street.	Ka nui ake ngā kowhiringa i te kotahi mō ngā hāererere pai, haumaru hoki i Tāmaki Makaurau whānui.
A term used to refer collectively to bicycles and micromobility devices (see micro-mobility)	

<p>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.</p>		
<p>Electric vehicle. For definitions see Waka Kotahi NZ Transport Agency website: <a href="https://www.nzta.govt.nz/vehicles/vehicle-types/">https://www.nzta.govt.nz/vehicles/vehicle-types/</a></p>		
<p>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)</p>		
<p>Future Connect is the long-term network plan for <b>Auckland's transport system. It identifies the most</b> 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 <a href="https://at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transports-network-plan/">at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transports-network-plan/</a></p>		
<p>This sets out how the Government wants to see transport investment prioritised over the next ten years. See: <a href="http://transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport/">transport.govt.nz/area-ofinterest/strategy-and-direction/government-policy-statement-on-land-transport/</a></p>		
<p>Areas that have not previously been subjected to significant development, such as farm land.</p>		
<p>An area of the road (usually kerbside) where vehicles can stop to unload goods or people.</p>		
<p>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).</p>		
<p>Parking reserved for vehicles displaying mobility permits.</p>		
<p>For vehicle type definitions, see Waka Kotahi NZ Transport Agency website: <a href="https://www.nzta.govt.nz/vehicles/vehicle-types/">https://www.nzta.govt.nz/vehicles/vehicle-types/</a></p>		
<p>The National Policy Statement on Urban Development</p>		

<p>(NPS-UD) sets the direction for urban development policy and rules throughout New Zealand. It aims to ensure that <b>New Zealand's towns and cities are well</b>-functioning urban environments that meet the changing needs of our diverse communities.</p> <p>For more information: <a href="http://hud.govt.nz/urban-development/national-policy-statement-on-urban-development/">hud.govt.nz/urban-development/national-policy-statement-on-urban-development/</a></p>		
<p>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.</p>		
<p>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.</p>		
<p>Some private off-street parking is provided specifically for customer-use, sometimes specifically just for parking customers.</p>		
<p>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.</p>		
<p>Refers to parking associated with land use, sometimes called ancillary parking.</p>		
<p>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.</p>		
<p>This is when there is a cost to use a parking space. The cost typically increases the longer a vehicle occupies the parking space.</p>		
<p>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</p>		

<p>apply and take precedence over the parking zone rules.</p>		
<p>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.</p>		
<p>This is where the use of a parking space has no time restrictions, no costs, and no restrictions on the type of vehicle.</p>		
<p>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).</p>		
<p>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 Parking Strategy, other more operational policies include AT's price adjustment policies for parking.</p>		
<p>These guide how we approach parking management over the next decade and provide a summary of our overall approach to parking.</p>		
<p>Public transport are the bus, rail, and ferry and on-demand services provided by Auckland Transport.</p>		
<p>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.</p>		
<p>This is the 10-year <b>investment plan for Auckland's</b> transport network. It details the areas that Auckland Transport, Waka Kotahi NZ Transport Agency and <b>KiwiRail will invest in to respond to our region's transport</b> challenges via a proposed 10-year investment programme for specific transportation projects see <a href="http://at.govt.nz/about-us/transportplans-strategies/regional-land-transport-plan/">at.govt.nz/about-us/transportplans-strategies/regional-land-transport-plan/</a></p>		

See RPZ.		
<p>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.</p> <p>For more information on RPZs and RPPs go to <a href="https://at.govt.nz/driving-parking/parking-permits/resident-parking-permits/">https://at.govt.nz/driving-parking/parking-permits/resident-parking-permits/</a></p>		
<p>This means where parking issues arise, such as high demand or safety issues, AT determines the most appropriate parking management response.</p>		
<p>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.</p>		
<p>The strategic objectives that guide the management of, and investment in, Auckland's transport system.</p>		
<p>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.</p>		
<p>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.</p> <p>See: <a href="https://mpi.govt.nz/consultations/emissions-reduction-plan/acklandcouncil.govt.nz/plans-projects-policiesreports-bylaws/our-plans-strategies/Pages/te-taruke-a-tawhiri-ACP.aspx">https://mpi.govt.nz/consultations/emissions-reduction-plan/acklandcouncil.govt.nz/plans-projects-policiesreports-bylaws/our-plans-strategies/Pages/te-taruke-a-tawhiri-ACP.aspx</a></p>		
<p>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.</p> <p>See <a href="https://at.govt.nz/about-us/transport-plans-strategies/">https://at.govt.nz/about-us/transport-plans-strategies/</a></p>		

## [roads-and-streets-framework/](#)

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.

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