



Residential Parking Policy November 2001

Amended June 2007

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1. Introduction

The primary purpose of parking controls in residential streets is to ration on-street parking spaces between competing groups of parkers when high levels of parking are occurring, and ensure on-street parking does not prevent the safe use of streets or hinder access to

properties. Residential streets in this context are considered to be primarily roads servicing low-density residential areas as generally defined in the Auckland City Operative Isthmus District Plan.

2. Summary of policy

The objectives of the residential parking policy are to balance access to kerbside parking in residential streets between residents, visitors and commuters and ensure parked cars do not prevent the safe and efficient use of streets.

The key parking measures to achieve this are:

- 'no stopping at all times' markings to maintain visibility around intersections, corners and in narrow streets
- education and enforcement, and the installation of limit lines as necessary to maintain minimum clearances around vehicle crossings
- time-restricted parking (P60 or P120) where there is a lack of on-street parking for short-stay visitors
- the provision of exemption permits (from time-restricted parking) for eligible households, where there is a lack of on-street parking for residents and subject to the availability of on-street parking space
- no stopping at all times and time-restricted parking (P5 to P30) on streets around schools to reduce congestion and traffic conflicts.

The policy has been amended and updated in 2007 to reference the new Residents Parking Operational Guideline and these guidelines should be read in conjunction with this policy.

3. Background

The need for the policy to control parking in residential streets arose from several sources:

- underlying trends which indicate increasing car ownership per household, increasing use of the private car for commuting, limits on parking supply and parking shortfalls in several of the city's main retail areas
- growing concerns of residents at the high levels of commuter parking in residential streets
- the need to investigate the protection of residential areas in the vicinity of bus lanes from being parked out and on replacement parking for retailers
- the Central Area parking policy highlighted the need to consider the management of parking in fringe areas as a consequence of the perception that the Central Area parking constraint policy is diverting commuter parking into nearby areas.

In response, the Transport Committee at its June 2000 meeting endorsed the process for the development of a parking policy for residential streets. The then Transport Planning and Traffic and Roding Services Groups proceeded with the development of case study schemes.

Seventeen streets in Freemans Bay and St Marys Bay streets supported a trial but with the proviso that exemptions be made available for all households. The trial commenced in mid-May 2001 on the seventeen streets. This number increased to include twenty-one streets by August 2001 as a result of additional streets meeting the eligibility criteria for the parking

scheme and a majority of residents supporting its introduction. Trials of resident only and resident exempt were also carried out in Great South Road and Mt Eden.

In October 2001, the Transport Committee endorsed the residential parking policy. The key objective of the policy is to manage parking controls in residential streets to ration on-street parking spaces between competing groups where high levels of parking are occurring and ensure on-street parking does not prevent the safe use of streets or hinder access to properties ¹.

The policy established two types of permits to effectively meet this objective. The permits are:

- Residents only which allocates a section for the exclusive use of permit holders
- residents exempt which allows a permit holder to park in a time restricted or pay and display parking area without the need to comply with the restriction or pay for the time.

In 2001, the council resolved that the residents only scheme be reviewed in 2005. The eligibility criteria was amended in 2005 to include residents in multi-unit dwellings scheduled as historic buildings located in a conservation area as defined in the District Plan. The Transport and Urban Linkages Committee agreed in 2005, to extend this review to 2007.

The 2007 review identified that residential parking schemes operate in 63 streets largely in inner city areas such as the CBD, Ponsonby, Freemans Bay, Parnell and Grafton. The residents' exempt scheme provides up to two permits per household, providing exemption from on-street time-restricted parking. There are currently 201 permits issued for this scheme. The residents only scheme is still in operation with only 65 permits issued for this scheme.

1 - Residential Parking Policy November 2001, updated August 2005.

4. Key parking issues in residential streets

Research and workshops, held in 2001, with affected residents in the four residential study areas identified parking issues and the extent of the on-street parking problem. The key issues could be grouped into four distinct parking scenarios. These include:

- parking creates a safety hazard, at intersections, pedestrian crossings and corners of some roads
- no on-street parking is available – during the day, evening or both
- blocked roads and driveways due to narrow streets and the high level of parking
- congestion at schools and preschools during drop off and pick up times.

The key issues are explained in more detail in the table below:

Issue	Main concerns
Parking creates a safety hazard at intersections	parking out of streets causes safety problems for children - reduced visibility between children and oncoming traffic

<p>adjacent to pedestrian crossings at corners on some roads</p>	<p>safety problems for cars - reducing sightlines between approaching traffic</p> <p>access of emergency services made difficult where the useable road is limited by parked cars. Narrow roads also make access difficult for buses and service trucks - refuse collections.</p>
<p>No on street parking available in the residential street – either during the day, in the evening or both.</p>	<p>shortage of off-street parking makes on-street parking essential</p> <p>streets are frequently parked out causing problems for visitors and residents with no or limited off-street parking. Parking is too cheap for commuters in residential areas</p> <p>the intensity of on-street parking is having an adverse impact on the visual appearance and amenity levels of residential areas.</p>
<p>Blocked roads and driveways due to narrow streets with higher levels of parking on both sides.</p>	<p>parked cars narrowing the available road for manoeuvring. This is accentuated where roads are narrow and footpath parking is being discouraged by the council</p> <p>restricted access for emergency services and large vehicles, eg fire engines, rubbish trucks, etc</p> <p>difficulties of accessing properties due to cars parked over driveways or too close to them</p> <p>the presence of obvious commuter cars makes them easy targets for thieves</p> <p>parking causing noise in evenings</p> <p>busier nature of streets is affecting quality of life and residential character of streets.</p>
<p>Congestion at schools during drop off and pick up times</p>	<p>this issue relates primarily to parents collecting children after school</p> <p>traffic conflicts between stationary and moving vehicles, and pedestrians</p> <p>illegal parking while waiting outside schools.</p>

Residents also raised other parking-related issues through the workshop process including:

Levels of parking enforcement

- perception that enforcement is not always effective in ensuring compliance of parking controls,
- enforcement of some restrictions (ie. footpath parking) is not always desirable in residential streets where compliance could either result in unsafe on-street parking or hinder through traffic.

District Plan-related issues

- in some areas, low-density residential areas are under pressure from higher density development which is increasing the levels of on-street parking
- increasing levels of on-street parking in residential areas which are related to business activities, schools and other significant parking attractors located in adjacent areas
- perception that the council's management of on-street parking has not been consistent with the intent of the District Plan (particularly raised in respect of the streets serving properties zoned as Residential 1) or effective in enforcing District Plan provisions and conditions related to the provision of off-street parking by developers.

These issues are considered beyond the scope of the residential parking policy and are being addressed through the development of comprehensive parking plans for town centres and development of the Isthmus District Plan.

4.1 Review of residential parking policy 2007

In August 2006, a survey was undertaken with all permit holders. Subsequent to this, a workshop was held in September 2006 with both permit holders and non-permit holders who wished to attend. Several issues were raised at this workshop.

At the September workshop, a group of residents agreed to work as key "stakeholders" with the council on further ideas on how to improve the resident parking schemes. A further meeting was held with this group in October and November 2006 and then in March 2007.

The feedback from the residents found the following key issues:

- residential parking restrictions no longer cater for parking demand. The council has responded to parking demand using a 'one-size-fits-all' approach, ie using a standard range of restrictions for every street
- parking is a valuable resource. Recognition that parking needs rationing as it is a diminishing resource. The council has a responsibility to manage this resource equitably, while taking into consideration the views of residents and the needs of the city. The proposed weighting to be used for parking solutions is focused on residents (50 per cent), business (30 per cent), community usage (15 per cent) and commuters (5 per cent).

Residents wanted:

- more enforcement to ensure people comply with restrictions
- schemes to be as flexible as different streets have different needs
- residents only permits as they provide certainty of parking needs and removal of schemes will devalue properties
- properties with off-street parking not to be eligible for permits.

Together with an international benchmarking exercise, the policy has been reviewed and a residents parking operational guideline developed with endorsement from Transport and Urban Linkages Committee in May 2007 and the support of the resident stakeholder group.

5. Parking measures

There is a range of parking management measures available to address the identified key parking issues within residential streets. These are set out below:

Issue	Measures
<p>Parking creates a safety hazard at intersections adjacent to pedestrian crossings at corners on some roads</p>	<p>'no stopping at all times' to improve visibility</p>
<p>No on street parking available in the residential street – either during the day, in the evening or both.</p>	<p>time restricted parking, eg P60 - P120, 8am-6pm Mon-Fri to restrict commuters</p>

	time restricted parking, with exemptions for permit holders residents only parking for the existing permit holders only ² .
Blocked roads and driveways due to narrow streets with higher levels of parking on both sides.	'no stopping at all times' to improve visibility education and enforcement of Bylaw prohibiting parking within 1m of vehicle access limit lines to maintain minimum clearance around vehicle crossings
Congestion at schools during drop off and pick up times	'no stopping at all times' to improve visibility time restricted parking, P5-P30 during morning and afternoon peak Walking school bus encourage schools to develop their own internal traffic management plans to reduce traffic conflicts, in consultation with the city council.

2. The scheme is being phased out, with no new permits unless there are exceptional circumstances.

6. Strategic context

The management of on-street parking in residential areas is linked to wider strategies. These include:

- City and Regional growth strategies, as contained within the Regional Growth Strategy, and the City's Liveable Communities Strategy
- City and Regional transport strategies, articulated by the Regional Land Transport Strategy, the developing Regional Parking Strategy, the Central Area Parking Policy, and the Council's transport strategy
- The city's District Plan.

7. Rationale for residential parking policy

The key rationales in support of the application of parking controls in residential streets are:

- recognise there is no inherent legal right for vehicle owners to park on public roads
- balance the rights and interests of individual property owners with those of the community, including the right of road users to use roads for getting from one place to another and the right of property owners to have access to their property
- maintain minimum levels of service with regard to traffic efficiency and safety, convenience and access to property
- ration on-street parking in residential areas where there is no or limited on-site parking to favour residents and visitors (including customers of businesses) over commuters, but recognise the importance of maintaining convenient unrestricted kerb-side parking
- recognise that high levels of parking can adversely affect the character, level of amenity and appearance of residential streets. Therefore, parking controls should seek to reduce these adverse effects to a level consistent with the underlying purpose of low-density residential areas, as defined in the Isthmus District Plan.

8. Policy statement and objectives

The policy statement for residential parking is:

"Within the terms of accessibility, safety, amenity and strategic criteria, the council will work with local communities to develop, implement and maintain effective and appropriate measures for the management of parking in residential streets."

The following objectives give effect to the policy statement:

- a. To recognise existing regional and city strategies for transport and land–use and manage parking in a manner consistent with these strategies.
- b. To balance the accessibility needs of local residents, visitors and businesses, ahead of the needs of commuters from neighbouring areas.
- c. To implement and operate controls on parking in a manner that minimises the adverse effects on businesses.
- d. To ensure that parked cars do not prevent the safe use of streets as thoroughfares for vehicles, cyclists and pedestrians.
- e. To recognise local issues, heritage values, character and amenity when considering the need for parking management schemes and their design in residential areas.

9. Implementation of parking measures

The implementation of parking restrictions and controls can help improve traffic safety, access to property and residential amenity and can ration on-street parking to favour residents and short-stay visitors. Parking restrictions govern where and when drivers are prohibited from parking, while parking controls establish places and times where drivers may park, subject to certain conditions. Both should be applied to complement each other. The parking restrictions and controls described below are the main methods for managing parking in residential streets.

9.1 Traffic safety

"No stopping at all times" (NSAAT) markings prohibit parking to ensure parked cars do not unreasonably prevent the safe use of streets as thoroughfares for vehicles, cyclists and pedestrians. In situations where high levels of enforcement are required to maintain these minimum levels, NSAAT markings can be extended beyond the minimum levels, in consultation with local residents.

9.2 Access to property

Education and enforcement is the preferred means for ensuring minimum clearances around vehicle crossings. Limit line markings to can be installed as necessary to maintain minimum

clearances. In general, on-street parking should not be removed to improve clearance beyond the minimum level required.

9.3 Lack of on-street parking for residents and visitors

Parking control schemes may be introduced into residential streets with the purpose of rationing on-street parking between competing groups. In this situation, the parking needs of residents with no or limited on-site parking and visitors are given a higher priority than the parking needs of commuters.

The form of parking scheme will vary with the intensity of the parking problem. Experience of parking levels suggests that access to on-street parking becomes more difficult once a level of 70 per cent parking occupancy is reached. This threshold is applied as a guide for determining when parking control schemes should be introduced. Residential streets that consistently have parking levels less than this threshold will remain uncontrolled, apart from controls to maintain traffic efficiency and safety standards.

Two types of parking scheme have been defined once the identified parking occupancy thresholds are consistently exceeded:

9.3.1 Time-restricted parking zones, with exemptions for residents

Once the 70 per cent parking occupancy threshold is consistently exceeded, the implementation of time-restricted parking zones will be considered to provide for the level of resident and visitor parking. The scheme must gain at least 50 per cent acceptance from all households and businesses on the affected length of street.

The exemption permit allows a permit holder to be exempt from the time-restricted parking zones located in their street and is considered a privilege. The provision of exemption permits will be managed within the physical limitations set by the availability of on-street parking space. Allocation of this space will be prioritised as follows:

- a. Residential properties without off-street parking (up to one permit each)
- b. Allocation of one additional permit per property without off-street parking.
- c. Residential properties with off-street parking (in limited circumstances)

Following the 2007 review, residential properties with no off-street parking continue to be eligible for two permits. Properties with off-street parking will no longer be eligible for a parking permit, although consideration will be given to the specific environment.

As a general guide, the time restriction will be P60 near main roads or business areas or P120 elsewhere. The time-restricted zone will be segmented with lengths of uncontrolled parts of the street, and alternate by side of street. Where eligible households require an exemption permit, then the preference will be to locate time-restricted zones outside households without off-street parking.

This measure may be applied in residential streets where higher density residential developments (such as apartments, multi-unit dwellings, and terrace/town houses) are located. However, exemption permits would not be available for occupants of apartments and multi-unit dwellings except where these are scheduled historic buildings or located in conservation areas as defined in Auckland City's Operative District Plan.

9.3.2 Residents' only parking spaces and permit

The residents only parking permits will be phased out and no new permits issued, except under exceptional circumstances. However, the current holders of resident only permits are allowed to retain their permits as long as they reside in their current properties. Permits will not be transferable.

9.4 Amenity, heritage values, convenience and visual appearance

The level of on-street parking can lower the amenity of residential areas and detract from its visual appearance. However, it is recognised that residents' perceptions of the effects of on-street parking will vary depending on the existing density of residential development, availability of off-street parking, and the location of the street relative to commercial centres and district or regional arterial roads.

The need to conserve Auckland City's built character and heritage in inner city areas in the face of increasing redevelopment is a priority. This has highlighted the need to allow the provision of parking schemes to support the conservation of heritage dwellings located in high parking demand areas.

All parking measures identified in this policy will manage or reduce the level of on-street parking and indirectly help maintain the level of amenity, heritage values, visual appearance and convenience of residential streets. If the intensity of on-street parking exceeds the parking occupancy thresholds, then residents can support the introduction of an appropriate parking scheme. It is also important that minimum levels of service related to traffic safety and access to property be maintained.

9.5 Congestion around schools

Minimum traffic efficiency and safety standards can be maintained on streets around schools through NSAAT markings and the extension of them where necessary. Time-restricted short-stay visitor parking (usually P5 to P30) can be implemented adjacent to schools to provide

kerb-space for morning drop off and afternoon pick up. The introduction of appropriate parking schemes can be considered in adjacent residential streets that are subject to high levels of parking.

Schools are encouraged to review their internal traffic flows to develop traffic management solutions that separate vehicle, cycle and pedestrian flows. Initiatives such as Safety at the School Gate, Safe Routes, School Travel Plans and Walking Bus schemes are also encouraged with the aim of improving pedestrian and traffic safety around schools at peak times.

Where the spatial extent of parking and traffic conflicts around schools is significant, and involve the related issue of traffic speed then a Local Area Traffic Management Plan can be developed in consultation with local residents.

10. Procedure for introducing parking schemes

This section has been amended, please refer to the Residents Parking Operational Guideline

11. Eligibility for permits

The Auckland City Consolidated Bylaw 1998 Part 25 - Traffic (2006) Clause 14 provides for residents' parking. It allows the council to:

- authorise exclusive parking of specified motor vehicles owned by local residents in a road or part of a road referred to as "residents' only parking area" and/or "residents' exemption parking area"
- issue of valid 'Residents Only' or 'Residents Exemption' permits for this purpose, subject to conditions and prescribed fees or charges; and that permits are valid and effective on the time and street or area specified on the permits.

Residents' permits are a mechanism for providing improved parking amenity for qualifying residents in areas where other parking demands limit availability. Criteria for eligibility for residents' permits apply once a residential street has been recorded as exceeding the identified on-street parking occupancy thresholds. The details for obtaining residents exemption permits are contained in the guidelines. The key elements are:

11.1 Eligibility

Residents eligible for permits will include:

A resident who resides in the street/area designated for the parking scheme, lives in an eligible household (defined as a single unit dwelling) and who owns or has sole use of a car.

- a single unit dwelling is a stand-alone dwelling unit, with single title or a cross lease title with no off-street parking. (This applies to new schemes. Existing permit holders will not be affected)
- in addition to the above, a resident who resides in a multi-unit dwelling that is a scheduled historic building or located in a conservation area as defined in Auckland City's

District Plan, or any cross-lease or multi-unit dwellings established as part of the original subdivision prior to 1920 and without off-street parking

- where an alternative designated street is, for all intents and purpose, the primary street access for a particular property and not the street address (such as a corner site or rear access site), then the owner of the property may request that the permit be issued for the alternative street
- where the demand for on-street parking by eligible households exceeds the availability of on-street parking space, the allocation of exemption permits will be prioritised as set out in section 9.3.1
- no more resident only parking permits will be issued (unless there are exceptional circumstances). Existing residents only permits are valid. The current permits are not transferable and cease to be effective once the permit holders move out of the subject property.

11.2 Ineligibility

Residents ineligible for permits will include:

- residents of apartments, multi-unit dwelling, and terrace/town houses (where dwellings units are not stand alone and the land on which they are located is not subdivided and the dwellings do not have separate title) unless meeting criteria in 11.1 above
- properties with off-street parking although consideration of the specific environment will be given. (Existing permits are valid)
- residents with vehicles that fill more than one standard park space
- businesses located in residential streets (but do not include home-based businesses).

Higher density residential developments such as apartments and multi-unit dwellings are not eligible for parking permits for the following general reasons:

- they create a intensity of parking demand that cannot be met by on-street spaces and anomalies in equity within individual buildings,
- since 1987, developers of high density residential developments are required to provide sufficient off-street parking space according to District Plan requirements,
- high-density residential developments are generally located near public transport routes; major centres; arterial roads and in areas that can accommodate the additional level of development.

11.3 Issuance of resident parking permits

There are two types of parking permits, resident's exemption permits and residents' only permits. Residents' exemption permits allow permit holders to be exempt from the time-restricted parking zones located in their street. Residents' only permits allow permit holders to park in designated residents' only parking zones. In both cases, a permit does not guarantee the availability of space.

11.3.1 Exemption permits

- up to two permits issued per single unit dwelling without off-street parking that meets the eligibility requirements, subject to the availability of on-street parking space and the priority allocation of exemption permits set out in section 9.3.1,
- one permit issued per multi-unit dwelling without off-street parking that meets the eligibility requirements, subject to the availability of on-street parking space and the priority allocation of exemption permits set out in section 9.3.1,
- residents with valid permits may park anywhere in the street including those time-restricted zones with permit holder's exempt signs,

11.3.2 Resident Only permits

- the permits will no longer be issued unless there are exceptional circumstances.

11.3.3 General provisions

The following provisions apply for both types of permits:

- issued to a resident (residing in the street) only
- residents must provide proof of residency by providing a copy of a document that clearly shows that the resident lives at the said address (tenancy agreement, rent receipt, power bill, etc)
- all permits valid from date of issue until marked expiry date
- permit issued to one vehicle only (identified by make, model, colour and registration number)
- the vehicle must be owned and registered by the resident or in the case of a loaned or assigned car a letter of authority provided by the registered owner
- no permits are issued for vehicles taking a parking space larger than one standard vehicle.

11.4 Permit fees

The Local Government Act 1974, allows the council to charge fees for residents' permits that do not exceed the reasonable cost to the council involved in granting a permit, the collection of the fees or otherwise in relation to the reserving of the parking place. Permit fees will be reviewable on an annual basis.

12. Mobility Parking Permit Scheme

The Mobility Parking Permit Scheme allows permit holders to park in designated Mobility Car Parks and provide concessions for parking in time-restricted zones and metered spaces. The Scheme is administered nationwide by CCS and provides permits for people with a temporary or permanent disability or condition that restricts their mobility. Auckland City Council can also install additional designated 'Mobility' parking spaces where demand for on-street spaces is high, eg adjacent to Pensioner Housing. Guidelines are currently under review.

13. Monitoring achievement of objectives and policy

The achievement of the policy will be measured by the degree to which the objectives are achieved. The measures are set out in the following table:

Objective	Measure
a. Consistency with city and regional strategies	Compliance with the following strategies: Regional Land Transport Strategy Regional Parking Strategy Auckland City Council Long-term Council Community Plan Auckland City Transport Strategy Auckland Isthmus Parking Policy Auckland Central Area Parking Policy

<p>b. Balancing accessibility needs</p> <p>c. Minimising adverse effects on businesses</p> <p>d. Local issues - character, amenity</p>	<p>As outlined in the Residents Parking Operational Guidelines</p>
<p>e. Safety</p>	<p>number of collisions with parked vehicles in residential areas as reported in LTSA traffic safety report</p> <p>number of school-based safety initiatives implemented.</p>

Residential Parking Operational Guidelines

Residential Parking Operational Guidelines (42kb PDF)

Previous decisions relating to residents parking

Attachments for Transport and Urban Linkages committee Agenda on 10/08/2005

- [View Agenda item 6 \(46.5kb PDF\)](#)
- [View Agenda item 6i \(23.7kb PDF\)](#)

Attachments for Transport and Urban Linkages committee Agenda on 07/03/2005.

- [View Agenda item 7 \(261.3kb PDF\)](#)