

**CONFIDENTIAL -
NOT APPROVED**



CONFIDENTIAL -
NOT APPROVED



Contents

Foreword	4
1. Introduction	6
1.1 Purpose.....	6
1.2 How we developed this draft Strategy.....	8
1.3 What we heard from the Discussion Document.....	9
1.4 The structure of this document.....	10
2. The way forward for Auckland's transport network	12
3. Parking	16
4. Parking principles	22
5. Our proposed approach to parking management	26
6. Parking policies	38
7. Where to next	64
7.1 Have your say; we're listening	64
7.2 Implementation	65
7.3 Changes needed to Government Policy	65
Glossary	68

CONFIDENTIAL -
NOT APPROVED

Foreword

Parking is an important part of Auckland. It influences the way our city grows and how people get around.

When managed effectively, parking helps make Auckland a better place to live. It supports sustainable growth patterns and an efficient transport system. Well managed parking encourages people to leave their cars at home, but it also facilitates the efficient delivery of goods, and improves access to services for people that can't easily get around by public transport, walking, or cycling.

Historically our approach to parking management has supported a transport system primarily based around travel by private motor vehicles. While this system has helped the city grow, unfortunately, it isn't sustainable or efficient.

Looking at other cities it's clear we need to give Aucklanders better and more reliable travel choices so people are less reliant on getting around by car. To achieve this there are some key things we are working towards:

- Safer, more reliable, efficient, and frequent public transport, walking, and cycling systems.
- Denser land use patterns near town centres and public transport services. This means more people can access key services by foot or bike, and that there is sufficient demand to provide high frequency public transport services.
- Better management of parking.



**CONFIDENTIAL -
NOT APPROVED**

Why is parking management important?

Because it influences the way our city grows and how people get around. This is where the Parking Strategy comes in. The Parking Strategy proposes to manage parking in a way that supports a better transport system and more sustainable growth patterns.

Due to Auckland's varying transport and land use characteristics a one size fits all approach to parking management would not be appropriate. That's why we have assigned all parts of Auckland into one of three parking management tiers so parking can be managed in a way that reflects the transport and land use characteristics of each community. In locations that require changes, we will also work with the local community to plan out changes through the development of parking management plans.

The strategy also proposes changes to the management of parking on roads that are part of the Strategic Transport Network - the main transport routes that connect people and goods throughout Auckland. On these roads moving people and goods is critical, to acknowledge this we propose that parking is repurposed to make it easier and cheaper to deliver projects such as freight lanes, T2/3 lanes, bus lanes and cycleways. This will help provide Aucklanders with more reliable and efficient travel choices.

There are many other proposals in this strategy. I encourage every Aucklander to share their thoughts, it's easy, just read this document (or the summary version) then go to [AT.govt.nz/parkingstrategy](https://at.govt.nz/parkingstrategy) to have your say.



Adrienne Young-Cooper
CHAIR, AUCKLAND TRANSPORT



Councillor Chris Darby
CHAIR, PLANNING COMMITTEE
(AUCKLAND COUNCIL)

**CONFIDENTIAL -
NOT APPROVED**

1. Introduction

1.1 Purpose

The draft Auckland Parking Strategy establishes the principles and policies for the planning, supply and management of on-street and AT controlled off-street parking in Auckland. It enables the application of a consistent approach across the Auckland region, contributes to the achievement of the strategic objectives for the transport system, and aligns with relevant local and central government policy.

This new Strategy will replace the 2015 AT Parking Strategy. A new strategy is needed due to significant changes to central and local government policies and the way Auckland is growing. Key policy changes include a greater focus on encouraging a shift to more sustainable transport modes, the need to rapidly make major reductions in our transport emissions to support Auckland Council's target of reducing emissions by 50 percent by 2030, and the increased emphasis on creating a safer transport system.

This new Strategy, therefore, responds to these challenges and direction, by providing a fit-for-purpose approach to parking for 2022 and beyond.

AT wants to hear what you think about this draft Strategy. Your views will help us develop the final Strategy to be released later in 2022.



**CONFIDENTIAL -
NOT APPROVED**

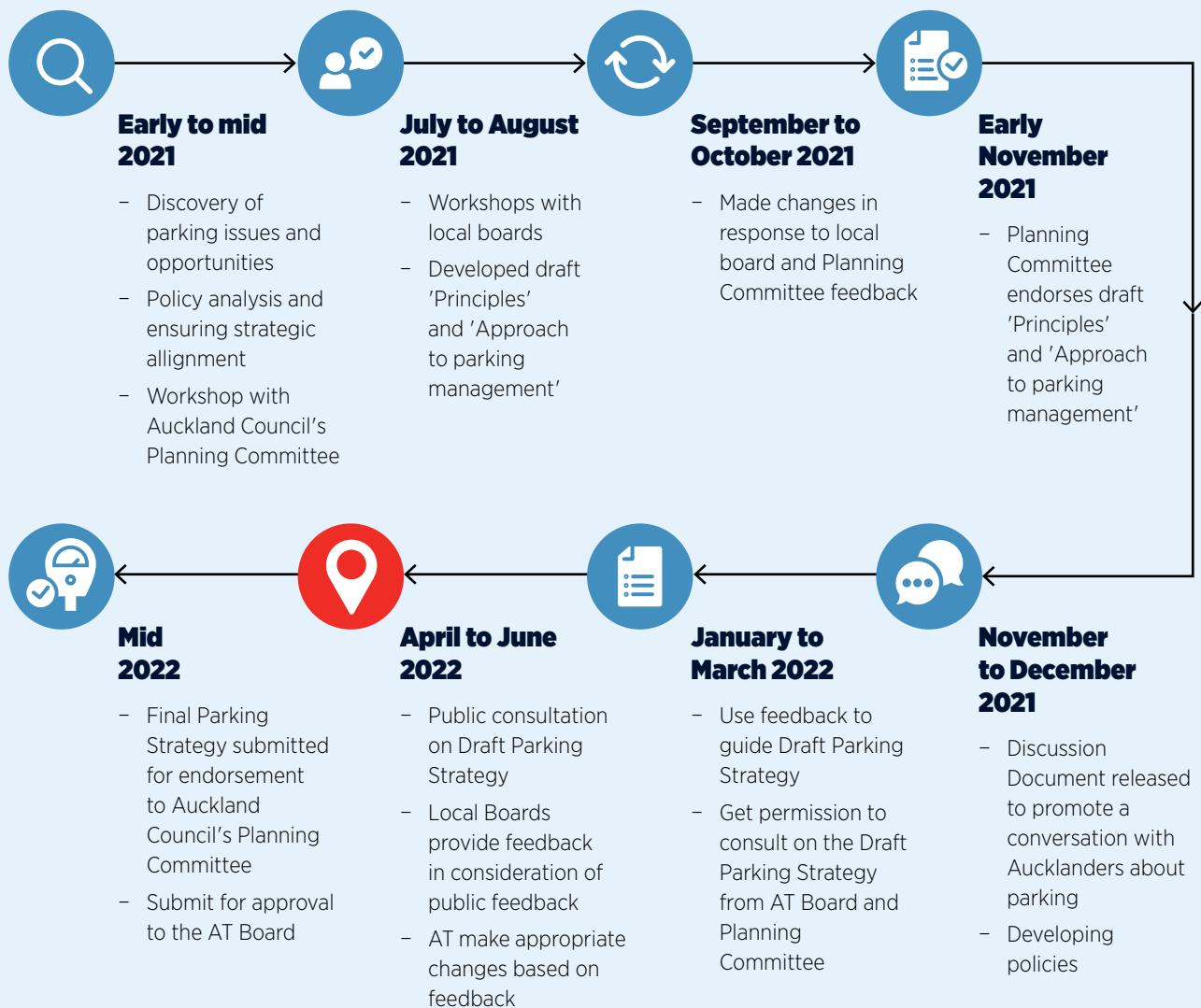




1. Introduction continued

1.2 How we developed this draft Strategy

The development process for the Strategy and the next steps are outlined below.



**CONFIDENTIAL –
NOT APPROVED**

1.3 What we heard from feedback on the 2021 Discussion Document

Following the release of the Parking Discussion Document in November/December 2021 we received feedback from key stakeholders and members of the public. The key guidance and views we received and have used to guide this draft Strategy were:

- Majority support for the proposed parking principles and approach to parking management
- Desire to see the Strategy clearly explain how it will achieve the objectives for Auckland's transport system, particularly in relation to climate change action.
- Some interest in seeing areas which are at lower tiers of readiness for change to move to higher tiers.
- Request to present a balanced picture of parking, reflecting it has both advantages and disadvantages.
- Support for including safety and mode shift (away from private vehicles) as the highest priority use for kerbside space.
- Call for the Strategy to acknowledge the costs of parking.
- The need for a very well developed and sophisticated ongoing community engagement and communication campaign, to address the need to 'reposition' parking.
- Need for the Strategy to be grounded in the reality of the land use, trip patterns and ability of sustainable modes to be substituted for trips.

As a consequence of the feedback we have further developed several areas of the Strategy and policies, including:

- the narrative, to better link it to the broader transport story, strategic objectives and policy rationale, as well as regulatory areas in need of reform.
- carefully articulating the benefits and implications of parking to the community, and have maintained the parking principles, aside from changes where needed.
- modifying how we propose to consult on parking removal on the Strategic Transport Network.

There are a number of areas of policy that address the comments/issues raised through feedback, for example acknowledging the costs of parking provision, outlining indicators of success and emphasis on parking diversity to enable mode shift.



1. Introduction continued

1.4 The structure of this document

Part 1 explains **the why**:

- How Auckland has been growing and the challenges we face
- The pros and cons of different approaches to growth and transport investment
- The agreed direction/vision for growth and transport investment in Auckland
- How the management of parking can hinder or help achieve this vision.

Part 2 of the document outlines **the how** - our proposed approach to parking management in the following format:



PART 1 – THE WHY

The parking system, its issues and the need for change

CONFIDENTIAL – NOT APPROVED





CONFIDENTIAL -
NOT APPROVED

2. The Way Forward for Auckland's Transport Network

Our roads and streets are some of the most valuable public space we have. We use them every day and they play a big role in our lives, particularly in how we get around Auckland and how attractive and enjoyable our local neighbourhood is.

There is so much change happening throughout Auckland and our roads are under increasing pressure. We need to ensure they are designed and utilised in a way that balances the needs of the local community and the wider Auckland public.

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. Such an approach results in many negative effects such as more emissions and pollution, lack of genuine travel choices, more deaths and serious injuries (DSI), increasing traffic congestion, communities dominated by roads and traffic, and increasing costs and space requirements to upgrade roads to accommodate growth.

Going forward, to ensure we make the right decisions, AT, Auckland Council and the New Zealand Government have agreed on the following strategic objectives for Auckland's transport system:

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

Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan also sets the critical goal of halving Auckland's greenhouse gas emissions by 2030 in order to mitigate against some of the worst effects of climate change. This dramatic reduction in emissions is particularly important for transport, which accounts for around 40% of Auckland's emissions.

**CONFIDENTIAL –
NOT APPROVED**

Repurposing Auckland's Transport Network

The strategic objectives for Auckland's transport system make it clear that we need to grow the city in a more sustainable, environmentally friendly and efficient way that provides better and safer travel choices for more people. To achieve this, AT and its partners are undertaking a decades long strategy to repurpose the transport system, including the following key elements:

- Ongoing major investment in Auckland's PT and rapid transit network (RTN) through new projects like the City Rail Link (CRL) and the Eastern Busway, as well as Auckland Light Rail, coordinated with increases in the frequency of many rail and bus services across Auckland
 - Improvements to Auckland's cycle and micro-mobility network and associated facilities, which will see over 200 kilometres of safe cycle and micro-mobility facilities delivered across Auckland over the next decade
 - Coordinating investment with development of key growth areas to support more intensive development occurring in a way that is less reliant on private vehicle travel to move around
 - Implementing our Vision Zero safe systems approach, combining \$700 million of investments to address black spots and other high-risk parts of the network with a comprehensive programme of speed management areas
- Continuous improvements to the way our customers experience the PT and cycle and micro-mobility networks, along with communications and advertising to highlight the opportunity to shift to more sustainable travel modes
 - Implementing 'the Congestion Question' road pricing scheme to help address congestion across the network – without enabling the increase in demand for private vehicle travel normally resulting from such improvements
 - Advocacy to central government and other partners for changes to legislation, funding and policy to support the shifts in travel behaviour needed to achieve emissions reduction and other key outcomes.

In combination, these measures will dramatically improve the attractiveness, competitiveness, profile and understanding of Auckland's transforming PT and cycle and micro-mobility networks.



CONFIDENTIAL -
NOT APPROVED

2. The Way Forward for Auckland's Transport Network *continued*

To create a more cost-effective, balanced, efficient, sustainable and safer transport network, we are committed to investing significantly more funds into safety, PT, walking and cycle and micro-mobility. If we don't give people safe travel choices then they will be unlikely to change their travel habits.

This is about building a city that is efficient, equitable, safe and convenient for all people. It will mean we may have to sacrifice convenience for some car trips, but in return we will gain a more attractive, efficient and reliable PT and active transport system that gives people genuine choices as to how they travel.

The Strategy promotes an equitable transport system

At the heart of this Strategy is the concept of bringing people together. By creating a transport system which enables movement by more people on the same space we are connecting people and helping them travel in more ways. We need to focus on the needs of, and benefits to, the whole community and not be inhibited by small inconveniences. This Strategy provides the opportunity to unlock an accessible, connected city.

How does the Auckland Parking Strategy fit in?

The draft Auckland Parking Strategy is a key element in the rebalancing of Auckland's transport network. It will support the shift towards more sustainable modes and a low emission transport network by:

- Setting a clear direction supporting the repurposing of parking and the repurposing of road space where projects occur on Auckland's Strategic Transport Network
- Using price and other parking management mechanisms to disincentivise private vehicle parking and travel across more of Auckland's urban area, encouraging a shift to more sustainable alternatives
- Shifting the emphasis to support a wider range of parking types, particularly for more sustainable modes in town centres
- Confirming the role of on-street car parking as the lowest element in the transport hierarchy (below moving vehicles, goods and people in all travel modes) and therefore deserving of space only when those needs are catered for
- Signalling changes in policy to enable AT to address car parking issues that may arise as a result of residential intensification without adequate off-street parking provision
- Streamlining implementation of changes in parking management.

CONFIDENTIAL - NOT APPROVED

At the same time, the Parking Strategy recognises that not all of Auckland is ready for major changes in the way parking is managed.

This has been a key message from the Auckland Council Planning Committee and local boards. Consequently, the changes initiated by this Strategy will be tailored to the different travel opportunities available across Auckland. Areas with greater access to PT and active mode options will see more proactive shifts away from private vehicle parking, while other parts of Auckland may only see changes in response to specific parking-related problems.

The Strategy is also dynamic; As Auckland's transport network changes and improves, the approach to parking management will change in parallel. This ensures parking management is coordinated with the delivery of infrastructure and services, while also providing time and opportunities for Aucklanders to adapt. The Strategy is planned to be rolled out over the next 10 years.

Tailoring parking management approaches to the characteristics of an area is a more equitable approach to parking management.





3. Parking

The basics of parking

Below you will find basic information about different types of parking and who is responsible for the management of parking.

Types of parking

- Car, bicycle, motorcycle, and micro-mobility parking
- Delivery and servicing vehicles
- Passenger pick up
- Bus layovers
- Park and rides

Parking restrictions

- Unregulated parking – no time limits, charges, or restrictions on the type of vehicles.
- Time restrictions – there are time limits on how long a vehicle can use a car park.
- Priced parking – people are charged to park their vehicles in a car park.

Parking repurposing

Parking is sometimes not allowed in certain locations to assist with traffic flow or safety, bus and/or cycle priority lanes, or to give more public space to people walking.

Parking enforcement

Parking enforcement is undertaken by AT. The enforcement of parking restrictions is required to reduce illegal parking, so that everyone has a reasonable opportunity to access and benefit from the parking available, and improve the safety of the network.

Planning, decision making, and implementation

AT is responsible for deciding how to manage existing parking. However when changes are proposed to the management of parking a special committee (the Traffic Control Committee) is responsible for determining whether the proposed changes proceed to implementation.

P Who owns and controls Auckland’s parking?

- Auckland Council controls all the publicly owned off-street parking in Auckland. 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.

Did you know that only 13% of car parking in Auckland’s City Centre is publicly owned?



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



Privately owned parking

Managed by private property owners

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

Parking system diagram

AT has design standards that specify how a road should be set out, including on-street parking and bike parking provision. <https://at.govt.nz/about-us/manuals-guidelines/transport-design-manual/>

Once the road becomes public, it is over to AT to manage it, including any changes to parking regulation. The Traffic Control Committee makes decisions on parking management <https://at.govt.nz/about-us/working-with-at/traffic-and-parking-controls/>

Aucklanders are very reliant on their cars to get around the region. This leads to congestion, air pollution and lots of space required for parking

It costs AT (via rate/tax payers) significant resources to manage and maintain roads and streets. Any revenue from paid parking offsets AT's (rate/tax payers) costs.

The Auckland Unitary Plan sets out development requirements, including any onsite parking provided as part of a development. <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/Pages/default.aspx>

In Greenfield areas,

developers may build local and collector roads (AT builds roads with more strategic functions). Once a road is built and handed over to AT, AT (in engagement with the community) decides how the road is safely and efficiently managed.

Council-owned off-street carparks

are typically managed by AT (although many carparks associated with Council community facilities are not currently regulated by AT). Council has the option to sell/redevelop carparking as seen fit. Commercial companies may offer off-street public parking too.

<https://at.govt.nz/driving-parking/>

Land uses, such as schools, have peak busy times and downtimes. This offers opportunities and constraints for the transport system. E.g. parking near schools may be able to be used for other purposes outside of these peaks.

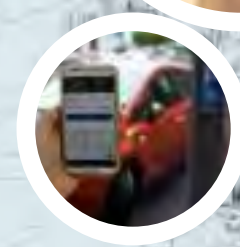


CONFIDENTIAL - NOT APPROVED

Good public transport access means that people will not be so reliant on cars for travel.



More intense and mixed land use means that people may not need to travel so far for day-to-day activities, making options other than using a car more appealing.



Residential Parking Zones help to recognise varying on-street parking needs. RPZs enable on-street parking for eligible residents.



Kerb zone uses, including on-street parking, pick up and drop off or outdoor dining.

Park and ride sites are intended to improve access to the regional public transport network and reduce downstream traffic congestion.

Strategic Transport Networks are important roads for transport and on-street parking may need to be repurposed if it hinders transport movement or safety. <https://at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transport-network-plan/>



**CONFIDENTIAL -
NOT APPROVED**

3. Parking continued

How does parking contribute to the transport system and Auckland's growth?

If we want to maximise the value of investing in PT, walking, and cycle and micro-mobility we need to manage parking in a way that encourages people to use these travel options.

The section below explains:

- The issues created by current parking management practices, and
- 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:

- Facilitating easy access to 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 modes or PT.

Ideally, parking would primarily play a supporting role in the transport system by extending access to places outside the reach of PT, or to where houses and shops are not nearby. Unfortunately the ample supply of car parking in Auckland encourages excessive private vehicle use which has contributed to some significant and unsustainable trends. These include:

- Urban sprawl and low-density development that results in people living further from services and centres
- Large investments in roads, further increasing the demand for private motor vehicle travel and creating barriers between communities
- Traffic congestion, which historically has stimulated further investment in roads to try and alleviate congestion
- Continued under-investment in PT and active transport which is keeping demand for these modes low
- Associated emissions, air and noise pollution, and negative environmental impacts
- Social inequality, where those who cannot drive are restricted from accessing some services and opportunities
- Under-utilisation of kerbside space. In many locations different uses of kerbside space would generate more benefits to local communities and to the wider public (see 'the benefits of better parking management' below).

**CONFIDENTIAL –
NOT APPROVED**

The benefits of better parking management

There are several benefits that can be realised through improved parking management. These include better utilisation of space, increased parking turnover and reduced commuter parking, decreased costs and construction timeframes, and prevention of developers passing on the costs of parking to ratepayers.

Better utilisation of space

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

- means we can transport more people or goods using the same amount of space;
- increases the people carrying capacity of roads leading into town and metro centres and increases the number of people that can remain in the centre (as the number of people that can visit is not constrained by parking availability);
- frees up the roads for the likes of freight, trades people and emergency services; and
- can reduce travel times and improve travel time reliability.

Converting space to make the environment more attractive and enjoyable means:

- more gardens and green spaces;
- wider footpaths;
- more public spaces and street furniture, providing places for people to socialise, rest and enjoy Auckland's natural and/or built environment; and

- more outdoor retail space, such as markets and outdoor dining.

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

- makes it easier for truck drivers and couriers to pick up and deliver goods to businesses;
- improves access for people with accessible needs; and
- improves access by encouraging space-efficient, more environmentally friendly transport modes such as bicycles and scooters (i.e. people can easily find somewhere to park their bicycle or scooter).

Increased parking turnover and reduced commuter parking

Introducing time limited parking or paid parking can:

- help to ensure there will always be some parking spaces available, for example, by managing price or time limits to achieve an average occupancy rate of around 85 percent;
- increase parking turnover, so that car parks are not monopolised by a small number of users. 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; and
- discourage commuter parking. This may reduce parking pressure around town centres and residential areas and encourage people to use more sustainable modes of transport.

**CONFIDENTIAL -
NOT APPROVED**

3. Parking continued

Decreased costs and construction timeframes

- Aucklanders have told us they want things done quicker. A better approach to parking management and supply can significantly speed up the delivery of transport projects and reduce their costs.
- Widening road corridors beyond their current boundaries requires property purchases and usually also requires 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 more years to deliver.
- By utilising the existing kerbside space currently allocated to 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 rate and tax payer money).

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 2020 directs Auckland Council to remove requirements for carparking to be provided as part of new developments. This means that developers can decide how much (or how little) onsite parking they provide. This change should 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 are important components of getting more people travelling by space-efficient modes such as PT, walking and cycle and micro-mobility). However, it does create the potential for parking to spill out onto surrounding streets.

To respond to this issue, in the principles for the management and supply of parking outlined below, we propose that accommodating this 'overspill' parking should be the lowest priority use of kerbside space. This means that activities that bring more public benefit will have priority to use this space. It will also signal to developers that they can't simply pass on the costs of parking to ratepayers.

Importantly, the changes we propose also mean that people considering buying a house or renting a property will need to think carefully about their parking needs, especially in locations of high parking management/readiness for change, and on the Strategic Transport Network, as the road will not be available for overnight parking.

Aucklanders can not expect to rely on parking their car out on the road.

PART 2 – THE HOW

The principles and policies which we will use to guide the parking system of Auckland and contribute to the strategic objectives.

**CONFIDENTIAL -
NOT APPROVED**



CONFIDENTIAL -
NOT APPROVED

4. Parking principles

The following principles will guide how we approach the management of parking over the next decade. They were endorsed by the Auckland Transport Board and Auckland Council Planning Committee, and provide a summary of our overall approach to parking. The management approach and policies which follow then articulate how AT will manage the parking system to comply with the principles and contribute to the strategic objectives.

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

- I. The road network is a valuable public asset that needs to be managed to benefit all Aucklanders. Acknowledging this, parking will be supplied and managed in a way that helps deliver:
 - the Government Policy Statement on land transport 2021
 - the Auckland Plan 2050
 - Auckland Transport's strategic objectives for transport
 - other agreed strategic planning documents, policies, and tools (Future Connect, The Roads and Streets Framework etc).
- II. To align with government and council direction we need to ensure that the way we manage parking:
 - encourages travel by sustainable and efficient transport modes such as PT and cycle and micro-mobility
 - prioritises trips by modes other than private motor vehicles
 - enables kerbside space to be utilised for more beneficial activities.
- III. Kerbside space will typically be allocated in the following priority order:
 1. To ensure and improve the safety of people using the transport system
 2. To preserve existing property access (e.g. retain existing property accesses and also accommodate vehicle movements to access properties)
 3. To support the movement of people (e.g. allocate space for PT, cycle and micro-mobility, walking, freight, and general traffic in accordance with the Strategic Transport Network)
 4. Public space improvements, such as public spaces for seating, plantings and trees, and outdoor dining areas

**CONFIDENTIAL –
NOT APPROVED**

5. Mobility parking
6. Specialty parking such as loading zones, car share parking, cycle and micro-mobility parking, motorbike parking and electric vehicle parking
7. General vehicle parking
8. General vehicle parking to accommodate overflow parking from developments that occurred after September 2013.

Priorities 3 and 4 can be switched to reflect the local characteristics, for example movement of people is more important on the Strategic Transport Network but enhancing the local environment could be more important in locations such as town centres.

- IV. Vehicle parking is the lowest priority use of kerbside space on the Strategic Transport Network and will automatically be repurposed to provide space for projects that increase the movement of people and goods, except under exceptional circumstances.
- V. Principles I-IV need to be applied in a way that is consistent with Principles VI-XIII below.

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

- VI. Auckland is a large and diverse region, with varying levels of access to PT and differing land use patterns. To recognise this, the parking implementation approach will be dependent on and tailored to the transport and land use characteristics, and community needs of each location.
- VII. In areas with the highest readiness for change (i.e. good access to PT and denser land use activities) parking will be managed proactively and in a way that prioritises/encourages travel by modes other than the car. A broad approach to the management of AT controlled parking is proposed.
- VIII. For areas with moderate readiness for change, we will focus on encouraging a shift to sustainable modes for commuting while still supporting short-stay parking.
- IX. In areas with lower access to PT and less dense land use activities, we will manage parking responsively (i.e. respond to issues as they arise).
- X. The parking management approach for an area will be updated as the PT and active modes networks improve, and land uses change (e.g. land use intensifies in an area).

CONFIDENTIAL -
NOT APPROVED

4. Parking principles continued

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

- XI. In areas where significant changes to parking management and supply are likely to occur we will work with the community and local boards to develop parking management plans.
- XII. Our community's receptiveness to change is diverse. We will work with communities as we develop and implement projects that impact on the management and supply of parking.
- XIII. Projects on the Strategic Transport Network will be treated differently however. We are aware that parking removal for new projects on the Strategic Transport Network, under Principle IV, may inconvenience vehicle users and impact 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 elements of proposals where there is little room for change. This is not about removing public feedback/consultation opportunities. Rather it's a more honest and upfront way to manage expectations through this process.



**CONFIDENTIAL -
NOT APPROVED**





CONFIDENTIAL -
NOT APPROVED

5. Our proposed approach to parking management

A key piece of feedback we heard 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 this draft 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/higher access to PT 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 as soon as possible.

In areas with less access to PT 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

Essentially 'readiness for change' is an assessment of how ready a community/area is to replace private vehicles trips for more efficient and sustainable modes of transport. If an area has a high degree of readiness, parking will be managed in a way that supports and encourages people to take more trips by PT, cycle and micro-mobility and walking. This will reduce traffic pressures, making travel on these roads easier for those who need it the most (e.g. freight, trades people, emergency services).

The readiness for change of an area is primarily determined by assessing the density of its land use and its access to PT by 2031 when roll-out of the Strategy is planned to be complete (although access to high quality cycleways will also be considered). Areas with denser land use and good access to PT, like the city centre and Newmarket, will have a higher readiness for change.

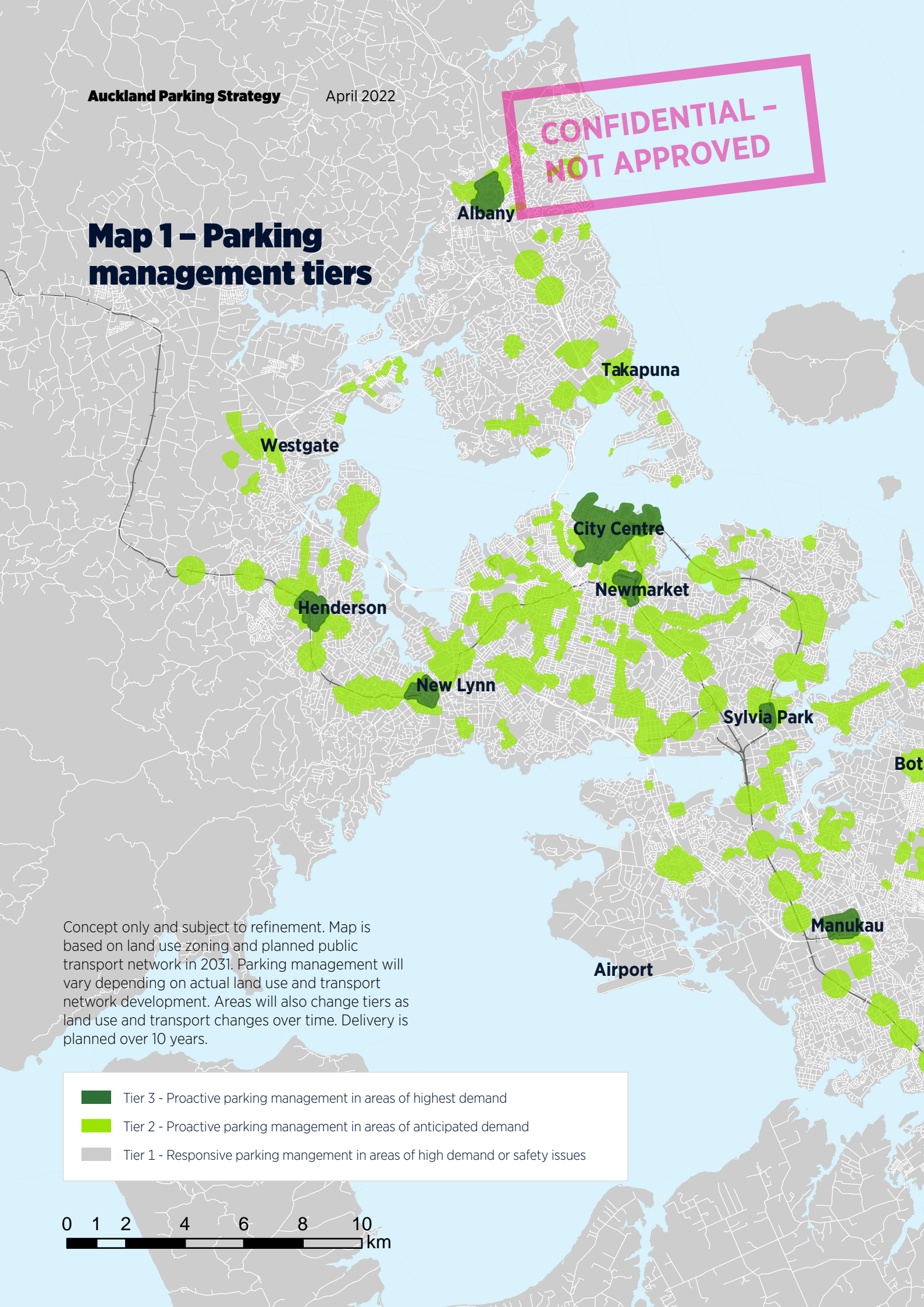
More details about the application of this approach are contained in the Parking Planning policy, On-street Parking Management policy and Off-street Parking policy.

CONFIDENTIAL - NOT APPROVED






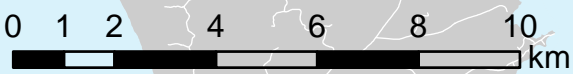
CONFIDENTIAL - NOT APPROVED

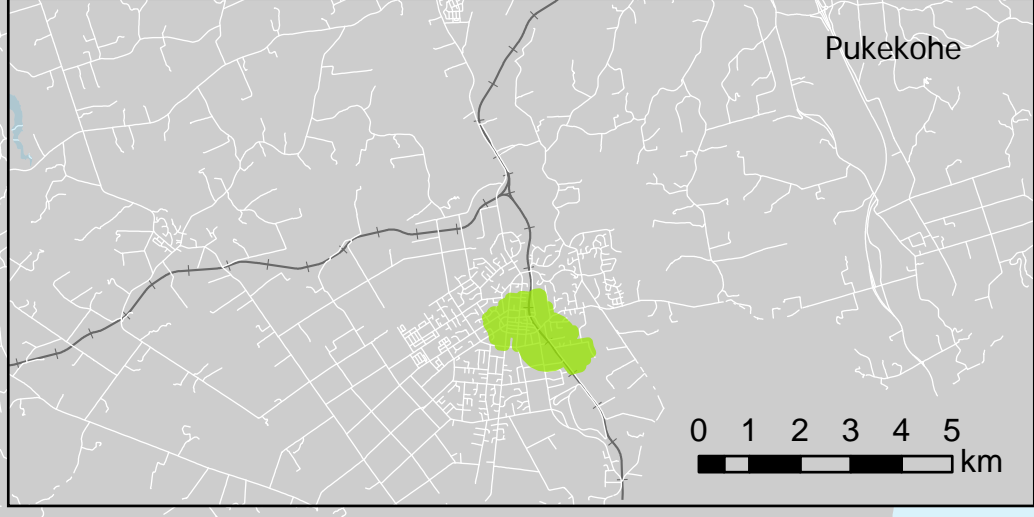
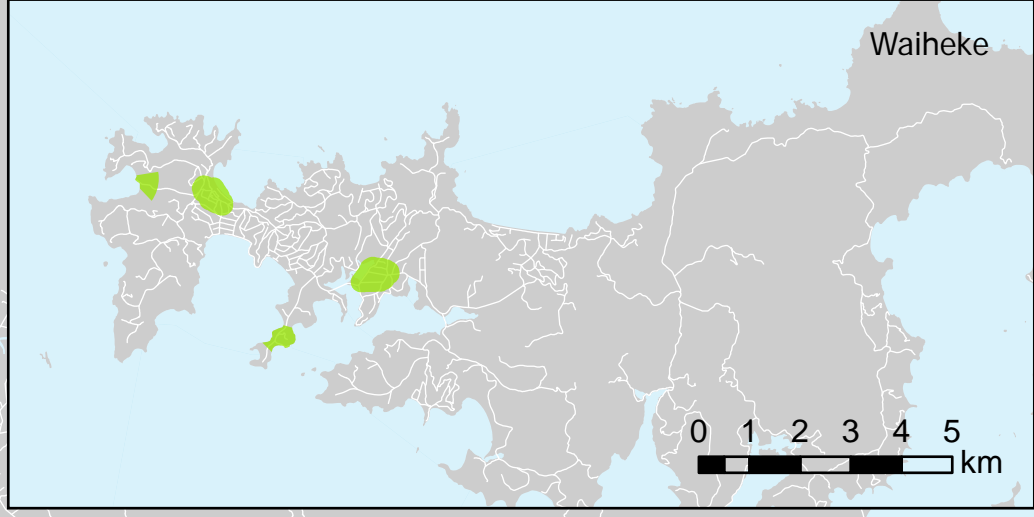
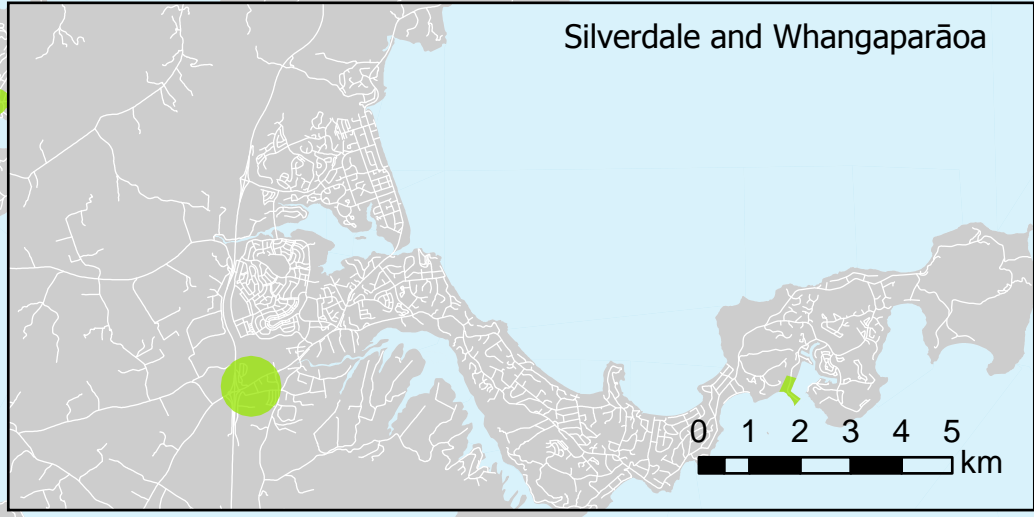
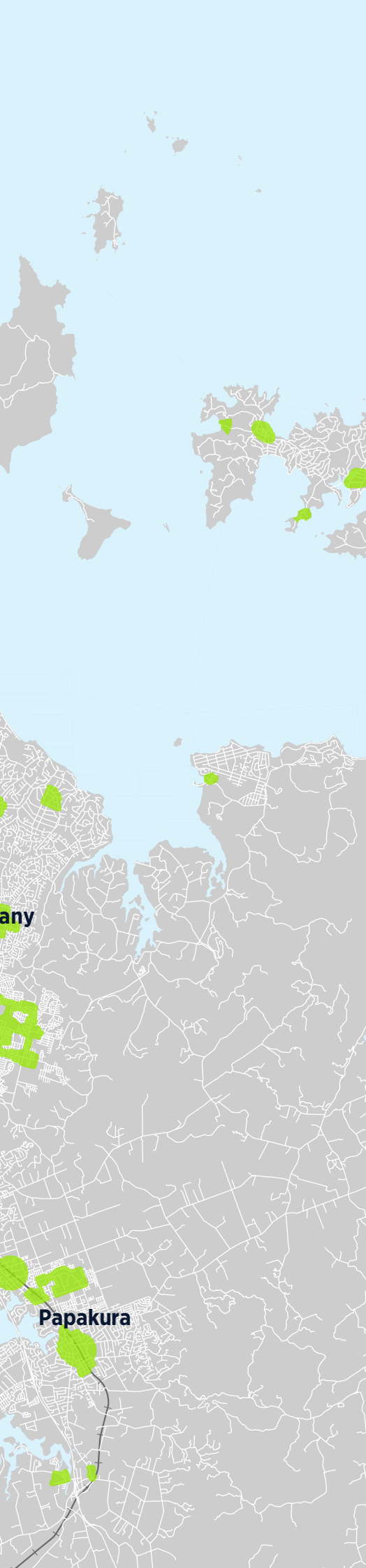
Map 1 – Parking management tiers



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

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







CONFIDENTIAL -
NOT APPROVED

5. Our proposed approach to parking management continued

Strategic Transport Network

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

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

It is important we deliver these improvements in a timely and cost-effective manner. Widening these corridors beyond their current boundaries requires extensive land purchases, and often includes the removal of houses, buildings and businesses. Not only can this uproot people's lives, but projects also become significantly more expensive and take many years to deliver.

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

To ensure these outcomes, the principles for the management and supply of parking direct that all forms of kerbside parking is automatically repurposed to accommodate projects on the Strategic Transport Network – unless exceptional circumstances are identified during consultation.

In setting this principle, AT is aware that parking removal for new projects may inconvenience some 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 to the Auckland community as a whole from improved network performance and faster project delivery associated with parking removal.

**CONFIDENTIAL -
NOT APPROVED**



**CONFIDENTIAL -
NOT APPROVED**

Map 2 – Strategic Transport Network

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

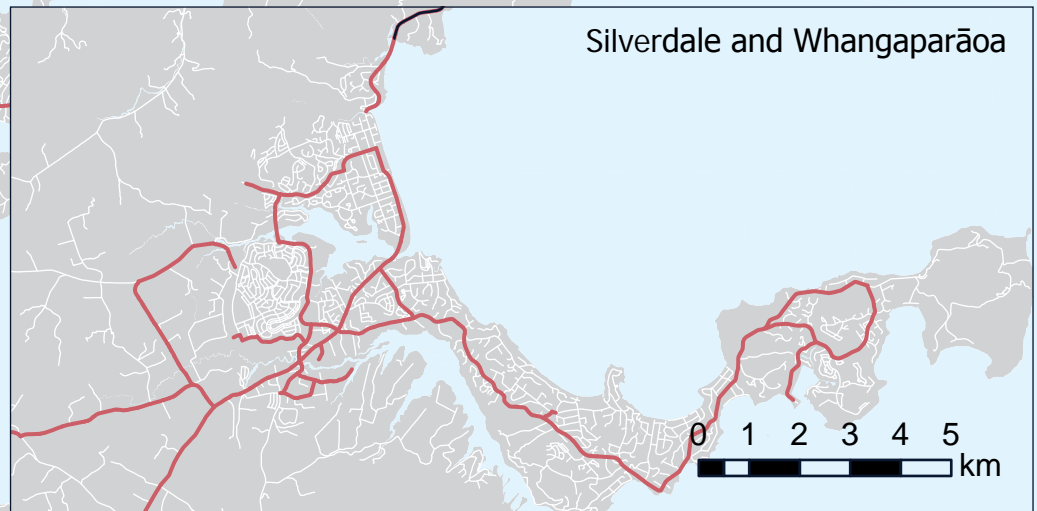
- Strategic Transport Network (on AT roads)
- Sections of the Strategic Road Network identified for improvements in the next 10-years (any available parking to be repurposed)

0 1 2 4 6 8 10
km

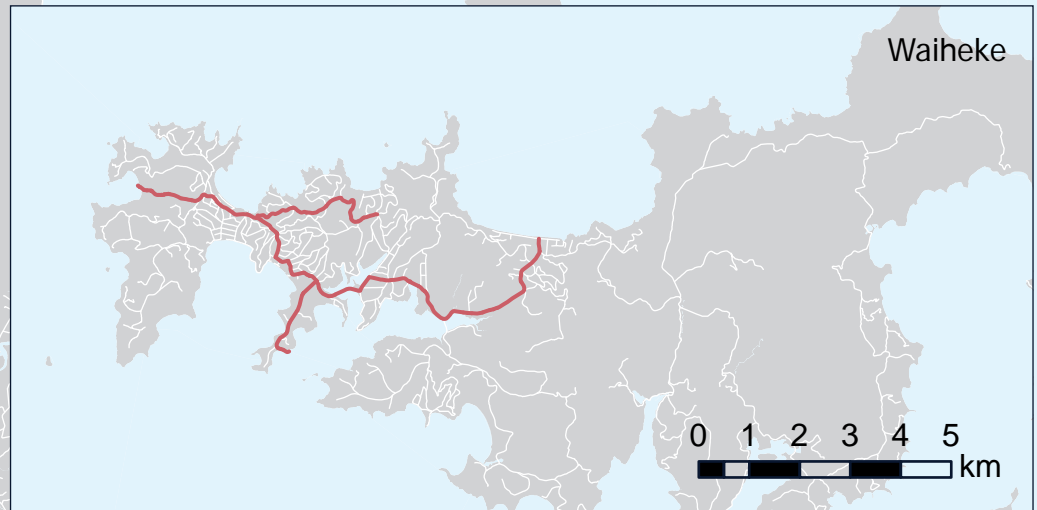
Warkworth and Wellsford



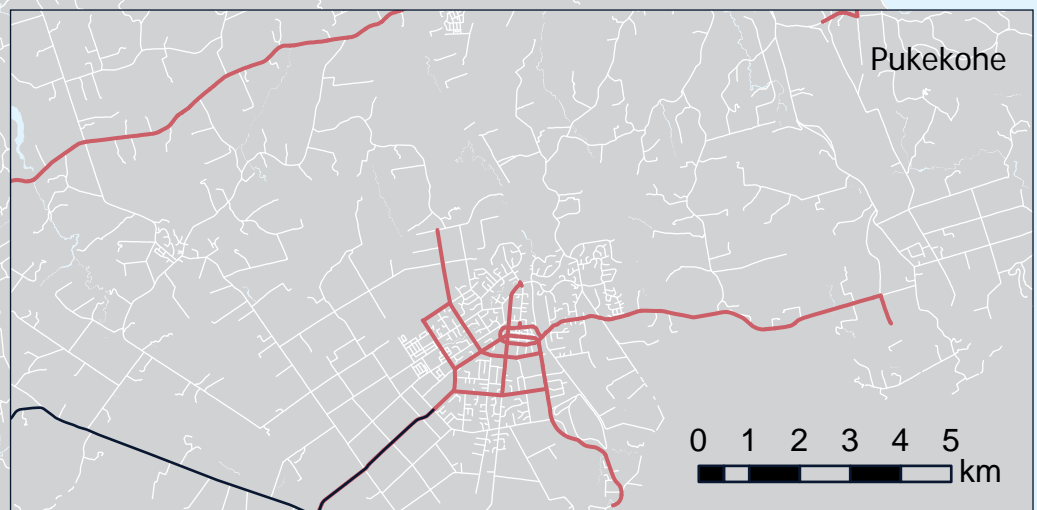
Silverdale and Whangaparāoa



Waiheke



Pukekohe



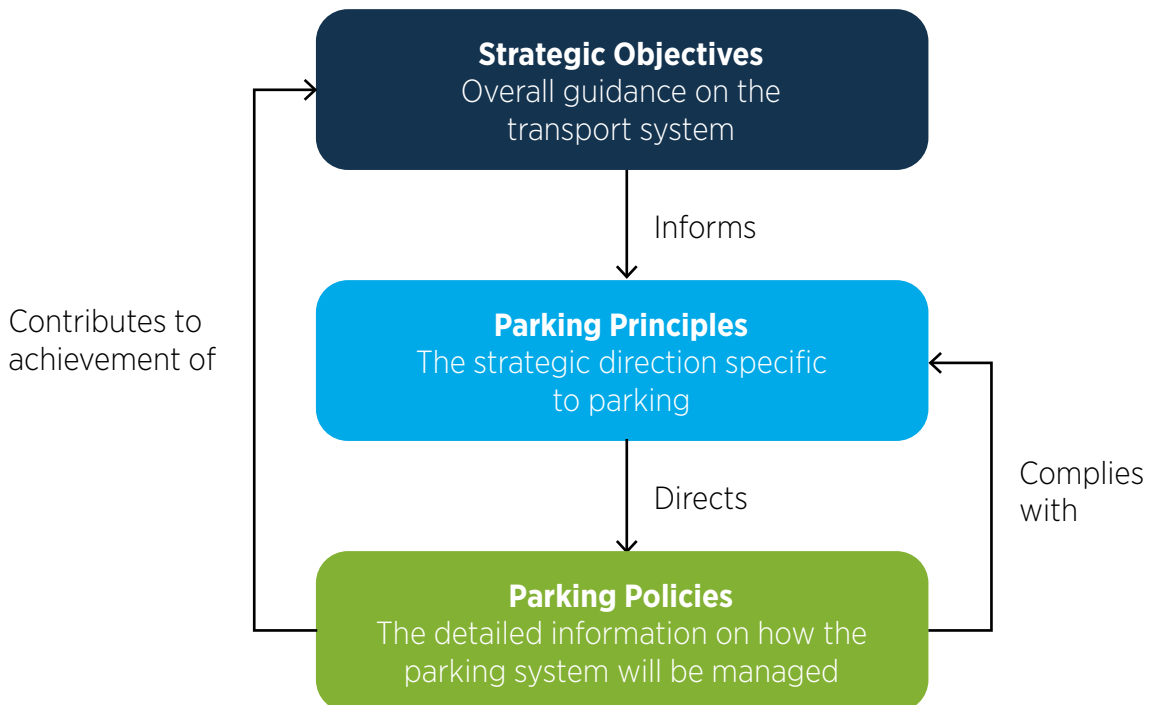


5. Our proposed approach to parking management continued




How our proposed approach to parking management supports our transport objectives and principles

The proposed parking management approach outlined above will help parking to make a strong, positive contribution to achieving our strategic objectives. These contributions are articulated in the table below.

While the strategic objectives provide the overall guidance to the transport system as a whole, more detailed direction for the parking system has been provided by the Parking Principles. These were approved by the AT Board and the Auckland Council Planning Committee and set out the overall approach to parking management. They have guided the development of the Parking Policies, which provide the specific detail on how the parking system will be managed. The relationship between each of these is shown below.



CONFIDENTIAL - NOT APPROVED

Transport objective	Some examples of how our proposed parking management approach supports this objective
 <p>Improve the resilience and sustainability of the transport system and significantly reduce the greenhouse gas emissions it generates.</p>	<p>Being priced, regulated, allocated and managed in a way that supports the shift to a low carbon future:</p> <ul style="list-style-type: none"> • Supports the removal of parking space on the Strategic Transport Network in favour of projects to improve network operation – which will generally improve sustainable modes and encourage a shift away from private vehicles. • Reduces the availability and increases the price of parking in Tier 2 and Tier 3 areas, supporting a shift away from private vehicle movement and therefore emissions. • Pricing strategy with 85 percent occupancy target ensures some parking spaces are generally available and minimises congestion and emissions from vehicles searching for parking.
 <p>Accelerate better travel choices for Aucklanders.</p>	<p>Being provided in a way that supports and incentivises travel choices that align with broader strategic goals and intent:</p> <ul style="list-style-type: none"> • Supports removal of parking space on the Strategic Transport Network in favour of projects to improve network operation – which will generally improve sustainable modes and encourage a shift away from private vehicles • Reduces the availability and increases the price of parking in Tier 2 and Tier 3 areas, supporting a shift away from private vehicle movement and therefore emissions • Increase allocation of parking space to a wider range of modes and users, such as shared bike and e-scooter schemes.
 <p>Better connect people, places, goods, and services.</p>	<p>Supports and improves connections between people, places, goods and services, particularly where PT, walking and cycle and micro-mobility options are limited:</p> <ul style="list-style-type: none"> • Aligns parking management approach to the local land use conditions – for example supporting and incentivising use of more space efficient modes in dense Tier 3 centres whilst still providing for appropriate parking access in less dense Tier 1 areas • Pricing management approach ensures parking spaces will generally be available at a price that supports short trips but deters commuter parking • Ensures sufficient availability of mobility parking, loading zones and other key special vehicle parking • Provides the policy direction to address any parking issues that may impact operation of Auckland’s transport network.



5. Our proposed approach to parking management continued

Transport objective	How parking management approach supports objective
 <p>Making the transport system safe by eliminating harm to people.</p>	<p>Being designed, delivered and managed to be safe:</p> <ul style="list-style-type: none"> • Projects to improve safety are clearly prioritised over parking in the kerbside space allocation principle. • Simplifies safety projects by removing requirement for consultation on small scale changes to parking provision • Encourages a shift to more sustainable and safer modes such as PT.
 <p>Enable and support growth</p>	<p>Supporting transport and land use development to a more compact and less car dependent urban form, aligned with regional growth plans and broader strategic goals and intent</p> <ul style="list-style-type: none"> • General support for shift towards more sustainable modes will also contribute to more intensive land use development • Provides clear direction on managing any issues that may arise from lack of off-street parking facilities in new intensive developments.

**CONFIDENTIAL -
NOT APPROVED**





CONFIDENTIAL -
NOT APPROVED

6. Parking policies

The policies outline how the parking system will be planned, designed, implemented and operated to contribute to the delivery of the strategic objectives in a way that is consistent with the agreed parking principles.

For each policy there is:

- a policy statement, summarising the core approach, and
- policy detail which provides more information about the policy.

The policies are divided into four groups:

- **Group 1 – Provision and approach**
- **Group 2 – On-street and off-street**
- **Group 3 – Specific vehicle classes**
- **Group 4 – Specific situations**

For each group of policies there is:

- a rationale which explains why the policy group is needed and what it helps achieve, and
- indicators of success, which outline how we will track the implementation of the policy group.

GROUP 1 – Provision and approach

Policy rationale

AT recognises that parking is a significant issue for many Aucklanders and wants to be responsive, while also following process and ensuring consistency and fairness. Therefore we have developed a transparent process for the planning, design, delivery and operation of parking across the region, including what happens to parking revenue.

Having Comprehensive Parking Management Plans (CPMPs) will ensure that all factors are considered and that the community has a say on the parking future for their area.

We are setting expectations around how the community will be involved throughout the parking change process, and also around the interdependencies which will affect what is changed, where and when.

Indicators of success

- CPMPs completed in accordance with internal programme and with public feedback.
- CPMP outputs are delivered by AT Parking, using compliant design standards.
- Customers understand and have an appropriate role in the engagement process.
- The parking system pays for itself and is adequately resourced to ensure appropriate oversight.

**CONFIDENTIAL –
NOT APPROVED**

GROUP 1 – Provision and approach

Parking planning

Policy statement:

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

Policy detail:

- Where CPMP criteria are met, AT will plan parking management via the development of CPMPs. CPMPs will have local board input and will be publicly consulted on.
- CPMPs will be prepared in accordance with the *Comprehensive Parking Management Plan Framework* guidance document.
- AT will plan any new on-street parking for greenfield areas using the principles of the Auckland Parking Strategy, with a recognition that parking space may be regulated or reallocated as the area changes. Any developer-led greenfield parking planning should also comply with the principles of the Auckland Parking Strategy.
- Removal of parking on the Strategic Transport Network for delivery of modal priorities will not require a CPMP, but may be incorporated into an existing/separate CPMP where available.
- AT will continue to work with and advise Auckland Council development consenting on transport and land use issues, including parking, and will seek to minimise the risk of public parking space being used to meet private parking demand that has not been provided for.

Parking design and delivery

Policy statement:

Parking design and delivery will align with strategic parking outcomes, design standards and will be responsive to customer, operational and safety needs.

Policy detail:

- AT-provided parking will be designed in accordance with safe system principles to improve the safety (including perceived) of customers and vulnerable road users, including those exiting and entering their vehicles/devices.
- Parking design and delivery will operationalise CPMPs and ensure delivery is consistent with the plan.
- Parking design and delivery will focus on making the CPMP 'fit' and will make decisions to enable the intent of the plan, while retaining the customer and operational focus of the plan.
- Detailed parking designs for delivery will be taken through the Traffic Control Committee (TCC) prior to implementation.
- Delivery of parking changes that are consistent with a recent approved CPMP will be communicated to the community in advance using an 'inform' approach, which is consistent with the **Public Engagement on Parking Policy**.
- AT will provide guidance to private developers where parking is being provided and intended to be vested to AT, to ensure it is designed according to best practice, uses the AT *Transport Design Manual* and complies with the *Land Transport Act*.

**CONFIDENTIAL -
NOT APPROVED**

6. Parking policies continued

GROUP 1 – Provision and Approach

Public engagement on parking

Policy statement:

Public engagement on parking matters will be fit for purpose and align to the nature, size and reason for change so that community voices are heard at the right time and place.

Policy detail:

- Public engagement will be delivered in accordance with best practice, as outlined in the IAP2 principles and approach*. This means AT will authentically seek public feedback where the right opportunity exists for the public to influence the outcome.
- Broadly, public engagement on parking management changes will involve:
 - informing the community where parking is being managed for safety reasons;
 - informing the community where changes to parking are required to enable:
 - access by emergency vehicles,
 - property access,
 - the provision of bus stops, and
 - the provision of mobility parking, taxi stands, and loading zones;
 - informing the community where parking is being managed/removed on narrow streets (narrower than six metres kerb-to-kerb); and
 - consulting the community on the repurposing of parking space to other uses on the Strategic Transport Network. However, we will only consider retaining parking if exceptional circumstances are raised and found to require further consideration. This is because these routes are critical connections across Auckland that need to transport as many people and goods as possible, in the most efficient way. Projects that help to move more people and goods and improve travel times are the most beneficial use of kerbside space on the Strategic Transport Network.
 - consulting the community on CPMPs. AT will work with and seek feedback from the community when developing CPMPs, but once the CPMP is adopted we will not seek further feedback when implementing the parking interventions outlined in the CPMP.
 - consulting the community on changes to parking not listed in the bullets above
- All AT public engagement will abide by the broader AT engagement policy.

Please note:

- informing the community means we will inform the community that changes are happening, but will not seek their feedback on the changes.
- consulting the community means we will seek feedback from the community on the proposed changes.

* <https://iap2.org.au/resources/iap2-published-resources/>

**CONFIDENTIAL –
NOT APPROVED**

Parking operation

Policy statement:

Parking will be managed to deliver the Auckland Parking Strategy and broader organisational objectives, and will ensure the safe and effective operation of the parking system and transport system.

Policy detail:

- Parking will be managed to deliver the objectives, principles and policies set out in this Strategy (within available resources).
- The AT Parking team will proactively manage the parking system, focussed on maximising the safe and efficient operation of the transport system for all users through the use of changes to parking management, effective use of compliance and transport officers, technology support and a customer-oriented approach that places parking need as a core focus.
- The management of parking will be agile to adapt to new government regulations/restrictions and will embrace innovative technology to improve management efficiency.
- AT will resource the parking system to ensure that an appropriate level of oversight of its operation is provided for the region.

Parking revenue reinvestment

Policy statement:

Parking revenue will be managed so that revenue from parking covers the costs of parking management activities. Surplus revenue (funds remaining after expenses are covered) will be reinvested in the transport system to support the delivery of strategic objectives.

Policy detail:

- The parking system, particularly the parking operations and enforcement activities, will be managed in such a way that it pays for itself.
- Parking charges will be set to manage parking demand and support the achievement of the transport system strategic objectives (not to maximise revenue).
- Any surplus revenue from the parking operations and enforcement activities, net of costs, will be re-invested by AT into the maintenance, operation, renewal and improvement of Auckland's transport system (excluding state highways and KiwiRail activities) to supplement funding from Auckland Council.



CONFIDENTIAL -
NOT APPROVED

6. Parking policies continued

GROUP 2 – On-street and off-street

Policy rationale

On-street parking is often a relatively inefficient use of space that competes with other uses of our limited roading assets. Wherever possible, AT will manage parking to maximise the movement of people and goods and meet our strategic objectives. However, we also recognise that there are differences across Auckland's transport network that means some areas will remain more reliant on parking.

Consequently, we have designed the tiered system to ensure that more significant and proactive changes to parking management occur in areas where Aucklanders have good alternatives and are most able to adapt and change their travel behaviour. These are Tier 3 areas. By contrast, Tier 1 areas are less able to adapt to change and will not see proactive changes in parking management, although small scale changes may occur in response to specific parking issues. This approach will provide the best application of resources to the areas that need them the most.

The repurposing of road space from parking lanes to transport movement functions on the Strategic Transport Network is an important change to on-street parking. Generally on-street parking lanes represent a low priority use of space, particularly on roads which are critically important for the functioning of the network. There will be many changes in this area over the coming decade.

Further changes to on-street parking space will come from diversifying the parking offering and looking at the allocation of road-space for parking versus movement or place functions. The transport system needs to meet the needs of all users, and by having a greater diversity of parking types, and greater diversity of road-space functions, we will encourage and support modes other than private vehicles.

Off-street parking facilities are a premium product as they often use valuable land, close to busy areas. Short stay parking is the priority for off-street parking, except park and rides, as it supports the local economy, increases access for more people and reduces the risk of public parking being used for long term private storage. Therefore our approach will be to target the short stay market going forward via our parking regulation and pricing.

While park and rides will continue to cater for, and focus on, long stay, they will also be priced to encourage access by other modes where possible, and to recognise the cost to provide parking facilities.

**CONFIDENTIAL -
NOT APPROVED**

Indicators of success

- Delivery of the Strategic Transport Network as planned, increasing the throughput of people and goods on the Auckland transport system.
- Parking management is implemented in tiers, in priority order.
- The public is clear about the need for management of on-street parking in these areas.
- Parking management in these areas contributes to a better transport system.
- Continued strong use of off-street parking and park and ride facilities.
- Implementation of short stay pricing systems for off-street and long stay pricing for park and rides (initially via a pilot).
- Kerb zone needs and diversification focus (across all parking types) are included as part of all CPMPs.





6. Parking policies continued

GROUP 2 – On-street and off-street

On-street parking management

Policy statement:

On-street parking will be managed in accordance with a tiered system, with more significant management for higher tiers (which represent areas with greater capacity and readiness for change). The type of parking management and interventions used will be tailored to the characteristics of each area.

Policy detail:

- Parking management will be applied in accordance with the intent and purpose outlined for each tier in the table below.
- A key principle for assessing how these tiers of parking management will be applied is ‘readiness for change’, based on PT access and land use activity (as outlined earlier in the Strategy).
- The geographic areas subject to each tier are shown on Map 1.
- A range of interventions are available to use. AT will select the interventions appropriate for each area, and these will be consulted with the community through the CPMP process.
- Parking charges will be a primary intervention, used significantly across Tier 2 and Tier 3.
- AT will develop and implement parking management in a priority order which considers the tier level, urgency for intervention and co-programmed interventions/projects (such as a new train station).
- Enforcement of parking management will also include enforcement of the broader transport system (such as illegal parking in bus lanes etc).
- Small scale interventions will also be implemented where there are safety or operational issues which require urgent unplanned change, particularly in Tier 1 areas.

The on-street parking management tier system:

Tier 1	Tier 2	Tier 3
<ul style="list-style-type: none"> • 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 change to the management or supply of parking. 	<ul style="list-style-type: none"> • 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 reallocation is possible to improve travel choices other than private car. 	<ul style="list-style-type: none"> • 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 reallocation is likely to improve travel choices other than private car.

**CONFIDENTIAL -
NOT APPROVED**

Parking management on the Strategic Transport Network

Policy statement:

Parking is a lower priority use of kerbside space on the Strategic Transport Network. Where projects are delivering the strategic modal priority/priorities of a particular road/street the existing on-street parking will be repurposed to that more beneficial use - unless there are exceptional circumstances that are considered to outweigh the benefits of parking removal.

Policy detail:

- Where delivery of projects on AT's Strategic Transport Network requires the reallocation of road-space dedicated to parking, AT's policy is to repurpose that space to the more beneficial use - unless there are exceptional circumstances.
- AT is aware that parking removal for new projects on the Strategic Transport Network 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.
- AT will consider exemptions to this policy where exceptional circumstances apply. Exceptional circumstances may be issues of significant hardship or other unexpected factors considered by AT that outweigh the benefits of parking removal to a project or its outcomes. Exceptional circumstances will not be the everyday inconvenience to drivers, residents or businesses that can reasonably be expected to arise from parking removal on our Strategic Transport Networks.
- Strategic Transport Networks are set out in Map 2 in the Strategy, and can be viewed in more detail at [AT.govt.nz/futureconnect](https://at.govt.nz/futureconnect).
- The Strategic Walking Network is excluded from this policy.

Off-street parking management

Policy statement:

Off-street parking facilities will be managed in accordance with the parking management tier level it is located in, with recognition that they are a premium product and with a goal to optimise their use.

Policy detail:

- Off-street parking facilities are premium products, as they use often valuable land that could be used for other important purposes.
- As on-street parking spaces are repurposed in some key corridors, there are locations where off-street parking provision will become more important.
- AT will look to manage off-street parking facilities in such a way that they emphasise short stay parking, are priced and managed appropriately, enable and support other strategic outcomes and are considered when decisions are made about on-street parking supply.
- AT will manage off-street facilities with price and time restrictions, in accordance with the tiered system, as outlined in the table below.
- AT will support opportunities for parking sites to be redeveloped (in line with the table below), and will identify any needs for any public parking space incorporation as part of any redevelopment, with awareness of the need not to impact development feasibility.
- There will be a range of parking options in off-street facilities, tailored in accordance with the **Parking Diversity Policy**.
- All off-street parking management will be consistent with, and subject to, the delegations provided for their management to AT from Auckland Council.



6. Parking policies continued

GROUP 2 – On-street and off-street		
Off-street parking management tier system		
Tier 1	Tier 2	Tier 3
<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Retain off-street parking for short-stay purposes as an alternative to relieve pressure on on-street parking • Only redevelop if there are demonstrated opportunities for commercial development. • Progressively shift all long-stay parking to short-stay. • Optimise parking to ensure 85% occupancy. • Increase the price of long-stay parking to match market price. • Pursue management of Council community facility off-street parking resources, in collaboration with Council Community Facilities and local boards, particularly to avoid shift to long-stay parking in these facilities. 	<ul style="list-style-type: none"> • 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.

**CONFIDENTIAL –
NOT APPROVED**

Park and ride management

Policy statement:

Park and Ride facilities will be provided and managed in locations where they improve access to the PT network and make a meaningful contribution to congestion reduction. They will be priced and managed in recognition of their role as a premium product and to ensure utilisation is targeted to those without travel choices.

Policy detail:

- Park and Ride will be provided as a service to support growth by improving access to the PT network (primarily the Rapid Transit Network (RTN)) in areas where local connections to RTN stations are not as mature.
- 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 RTN stations. Space will be allocated for a range of modes, in accordance with the **Parking Diversity Policy**.
- Pricing for park and ride will be based on the PnR Fee Schedule, which determines price with consideration of:
 - the cost of PT access to a station and cost of PT to the city centre,
 - the park and ride area's readiness for change (parking tier level), and
 - park and ride parking demand, including from non-PT users.
- AT will encourage and support redevelopment opportunities for park and ride sites, however will advocate for parking retention where there remains sufficient demand that is unlikely to convert to other modes.
- Any development or investment in additional park and ride must be justified through a business case (including Waka Kotahi NZ Transport Agency support where appropriate), consistent with AT's responsibilities.

Park and ride fee schedule

The fee schedule will be revised each year, in time with the annual revision of PT fares, and will be approved by the Transport Control Committee (TCC). The fee schedule review will ensure that the pricing reflects the broader costs of the transport system and the policy guidance. Any changes to fees will be communicated to customers in advance of implementation.

**CONFIDENTIAL -
NOT APPROVED**

6. Parking policies continued

GROUP 2 – On-street and Off-street

Kerb zone space allocation

Policy statement:

The kerb zone generally consisting of the kerb-adjacent lane and the berm/footpath space (the space between the property boundary and the kerb) will be managed to ensure that the needs of all road users (with a focus on strategic modal priorities) are catered for and space needs are met.

Policy detail:

- The kerb zone will be managed as part of the on-street parking management system.
- Kerb zone management will be part of the CPMP process and intervention options will be drawn from the *Kerb Zone Management Framework*.
- Kerb zone space, either on the footpath zone, or in the kerbside lane zone will be allocated to assist with the delivery of strategic modal priorities, even where most space is retained for parking. This will include reflecting the Place function of the street.
- Interventions are designed to be agile, but should be implemented in time with parking management interventions, to minimise impact on the community and maximise the cumulative benefits of such changes.
- At a micro level, the location of interventions applied from the *Kerb Zone Management Framework* will be important and will need to be consulted on as part of the CPMP (or lead project).

Parking diversity

Policy statement:

AT will diversify parking provision (both on-street and off-street), to incentivise types of vehicles or users, in alignment with strategic objectives.

Policy detail:

- Parking will be allocated and managed to support more sustainable travel by for instance, prioritising space for High Occupancy Vehicle (HOV) parking, Electric Vehicle (EV) parking, motorcycle, mobility and cycle and micro-mobility parking.
- Diversified on-street parking allocation should support the shift to short stay parking by providing more loading zone space for passengers and goods, as well as more flexible space which is allocated to different uses/users at different times and maximises the number of users.
- Parking diversity rates will be set by the TCC.

Parking diversity rates

Parking diversity rates will not be set as specific numbers, but will instead be crafted as part of the CPMP process to account for the broader transport and land use system and strategic goals. The TCC will use a process as part of its consideration of CPMPs to ensure that appropriate diversity of parking types is provided.

CONFIDENTIAL – NOT APPROVED

GROUP 3 – Specific vehicle types

Policy rationale

AT is keen to shift the Auckland Parking Strategy away from the focus on private cars, and to be truly multi-modal. Providing strong support for parking across a range of modes is just as critical as providing space for the movement of these modes. AT is committed to a future with more cycle and micro-mobility, more PT, more shared transport and an efficient and agile freight system – all contributing to a more sustainable, safer, equitable and space-efficient transport system.

Indicators of success

- Increased provision and use of cycle and micro-mobility, rideshare/carshare, motorcycle/moped, EV and mobility parking spaces.
- Feedback from bus operators indicates support for location and scale of spaces and operations are not negatively affected by location/space provision.
- Loading zones are well utilised for the full duration of their period of operation and with minimal circulation by couriers.
- Reduction in unsafe parking behaviour.



**CONFIDENTIAL -
NOT APPROVED**

6. Parking policies continued

GROUP 3 – Specific vehicle types

Cycle and micro-mobility parking

Policy statement:

AT will provide parking for bicycles (including e-bikes) and other micro-mobility devices, such as e-scooters, to support strategic objectives and ensure their useful placement.

Policy detail:

- Cycle and micro-mobility parking will be provided in more locations, either on the footpath zone or the kerbside lane zone. It will also be provided at all AT managed off-street parking facilities (unless impractical), including park and rides and Rapid Transit Network stations.
- The locations where these facilities will be provided will be carefully chosen to emphasise:
 - proximity of key destinations,
 - proximity of cycle and micro-mobility Strategic Transport Network,
 - non interference with the safe movement of other modes, with a particular emphasis on walking,
 - where parked cycle and micro-mobility vehicles (and their users) will be safe and people on foot are not obstructed,
 - at appropriate spacing, and
 - with consideration for parking demand (current and future).
 They will be included as part of the CPMP process.
- The type of facility chosen will consider expected duration of stay and they will be designed to be inclusive and easy to use.
- Private operators of shared schemes will be required to be licenced and will need to comply with the shared bicycle/scooter code of practice <https://www.aucklandcouncil.govt.nz/licences-regulations/Pages/e-scooter-licences-regulations-auckland.aspx>

Motorcycle and moped parking

Policy statement:

Motorcycle/moped parking will be provided and managed to meet demand.

Policy detail:

- Dedicated on-street motorcycle/moped parking will generally be provided on a case-by-case basis, based on areas of evidenced demand, however it will be provided at all AT-managed off-street parking buildings.
- Some dedicated motorcycle/moped parking will be considered as part of the toolbox of interventions in CPMPs, primarily in town centres.
- Where provided, motorcycle and moped parking will be managed/priced to reflect its value as with general car parking, however the price will be lower than that required of car parking, to reflect the reduced space needed for motorcycles/mopeds.
- Motorbikes and mopeds can use standard carparking spaces, but will need to adhere to the same requirements as cars when using those spaces (including payment of fees). Motorcycles and mopeds are not permitted to park on a footpath or berm, unless the area is specifically signed for that purpose.

**CONFIDENTIAL –
NOT APPROVED**

Electric vehicle parking

Policy statement:

AT will support EV parking, to encourage uptake.

Policy detail:

- AT may provide dedicated EV car parking spaces within AT-managed parking facilities (which may include charging) and may provide dedicated car spaces on-street at key locations (without charging).
- Any EV parking provision will be scaled to support an increase in the overall light vehicle EV fleet, but will ultimately be removed as a dedicated provision once a majority of new light vehicles sold in Auckland are EVs.
- AT may facilitate third party installation of publicly available EV chargers at AT-managed off-street parking facilities (subject to formal agreement), consistent with the wider management of that parking space.
- AT will not typically permit EV chargers on-street, due to the need to retain future flexibility over the reallocation of space, to avoid issues with perceived privatisation/ commercialisation of road space and to avoid safety issues associated with charging cables.

Rideshare and car share parking

Policy statement:

AT will provide rideshare zones and car share parking spaces to support these modes.

Policy detail:

- Rideshare spaces will be located and sized in accordance with demand, in conjunction with space availability and other priorities. Rideshare space provision will recognise that requirements are often different at different times of the day and on different days, therefore we will have increasing use of flexible spaces and shared spaces for these purposes.
- Car share spaces will be primarily allocated off-street, where spaces can be allocated to individual companies as on-street car spaces cannot be individually allocated. On-street car share space allocation, as well as car share pricing, permitting and enforcement will be undertaken in accordance with the AT Car Share Framework <https://at.govt.nz/about-us/working-with-at/car-share-services/>



CONFIDENTIAL -
NOT APPROVED

6. Parking policies continued

GROUP 3 – Specific vehicle types continued

Bus/coach parking

Policy statement:

AT will ensure that AT Metro bus parking needs are met for staging, recovery and short term layover, as well as providing some coach parking spaces.

Policy detail:

- AT will work with bus operators who provide AT Metro services to identify kerbside space needs for staging, recovery and short term layover needs.
- These will be located with consideration of:
 - close proximity to in-service operating location,
 - easy access between staging/recovery/layover space and bus stop locations,
 - areas outside the Strategic Transport Network (which may be subject to removal),
 - the effects on adjacent land use,
 - where their presence does not impact on the safety of other transport system users, and
 - meeting the stipulations of contracts with operators.
- AT will consider, where appropriate and on a case-by-case basis, meeting staging/recovery/layover needs off-street where demand and duration is sufficient and other criteria (above) struggle to be met.
- Private coach operators are expected to identify and meet their own space needs, without using public kerbside space.
- Where there is sufficient demand and available space, AT may work with coach companies to provide kerbside space for their short stay/pick up/drop off purposes (with no exclusivity of use and no certainty of continued use should other needs arise). AT may charge coach companies for the use of such space.

**CONFIDENTIAL –
NOT APPROVED**

Loading zones

Policy statement:

Where loading zones are provided, these will be managed to maximise access for the delivery of goods and services, as well as the loading and unloading of passengers.

Policy detail:

- Loading and servicing functions should typically be provided for onsite. AT will not provide loading zone space on-street to compensate for individual businesses which have not provided this space on their property.
- AT will work with courier and freight companies to identify loading zone requirements (location, timing and size) and will seek to provide these to meet needs while also recognising other kerbside space needs.
- Loading zones may be allocated to specific purposes (such as goods vehicles) and this will be clearly communicated.
- Where feasible, AT will employ multi-purpose loading zones (for use by passengers and freight/deliveries), due to the simplicity of their operation. Where this occurs courier and freight needs will generally need to be met first.
- AT will use survey data and industry insight to identify the appropriate time restrictions for specific loading zones, rather than a default time limit.
- AT may implement formal management of specific loading zones where there is significant and growing demand at key times with no opportunity for increased capacity.
- AT will notify the freight/courier industry of any changes to loading zones (subject to the requirements as set out in other Auckland Parking Strategy policies).

No parking areas

Policy statement:

AT will typically prohibit parking in any location where parking would impede the safe and efficient operation of the transport system.

Policy detail:

- AT may prohibit parking on all or part of any roads/streets under the following conditions:
 - Where parking could create an unacceptable safety risk (such as affecting sight lines)
 - Where parking could restrict the clear passage and movement of emergency vehicles
 - Where parking could prevent the clear passage of vehicles, in particular PT, including any bidirectional street with a width (kerb to kerb) less than six metres
 - Where parking could impede property access.
- In these cases AT will remove parking as necessary and will communicate to users in accordance with the **Public Engagement on Parking Policy**.
- Consistent with national policy, AT prohibits parking on driveways/vehicle crossings where this blocks or partially blocks use of, or access to, the footpath or property access. AT also prohibits parking on cycle facilities and shared zones except where signed.



CONFIDENTIAL -
NOT APPROVED

6. Parking policies continued

GROUP 3 – Specific vehicle types continued

Accessibility/mobility parking

Policy statement:

AT will provide mobility parking for people with accessibility needs who possess and display a mobility card and will provide this parking at an appropriate ratio to enable movement by people with accessibility needs.

Policy detail:

- Accessibility/mobility parking will be provided to support access for mobility card holders.
- AT will provide off-street accessibility/mobility parking at all AT managed off-street parking facilities, at a minimum based on the ratios/rates set out in the *New Zealand Standard: Design for Access and Mobility – Buildings and Associated Facilities*.
- For on-street parking, AT will provide parking for accessibility/mobility card holders in-line with demand and in accordance with the **Parking Diversity Policy**.
- Mobility parking will be located with consideration of the surrounding environment, to ensure accessible and safe journeys to nearby destinations.
- Time restrictions will be applied to mobility parking spaces where surrounding parking is regulated.
- Vehicles displaying a mobility parking permit but parking in a general parking space can remain in time restricted on-street parking spaces for double the posted time.
- In all on-street paid parking areas vehicles displaying a mobility parking permit but parking in a general parking space are given one-hour free parking over and above any period paid for.
- Mobility parking in AT off-street parking facilities is free for the first two hours, free after 6pm on weekdays and free all weekend.
- In general, mobility parking will not be provided if there are existing and generally available mobility parking spaces within 200 metres of an accessible route to the destination.
- Mobility parking spaces will not be implemented in residential areas/streets.
- Use of mobility spaces by vehicles without a properly displayed card is strictly prohibited. Vehicles will be ticketed and towed.

CONFIDENTIAL -
NOT APPROVED





CONFIDENTIAL -
NOT APPROVED

6. Parking policies continued

GROUP 4 – Specific situations

Policy rationale

There are many specific situations which require their own policies. These policies have been developed to ensure that in these situations the integrity of the parking and transport system is maintained for all users and that these situations reflect the processes outlined in the earlier policies.

Sometimes, AT has to make **temporary changes** to the transport network to enable different activities, like roadworks, in response to unplanned events, like water pipes bursting, or for planned events like sport matches or concerts. Often this involves changes to parking to enable the safe and effective operation of traffic management. While disruption can be difficult, minimising disruption is a core component of any temporary event, as is ensuring safe and sustainable access to spectator events.

Schools are key destinations for very vulnerable community members. As they are often located in suburban settings, the transport system is not equipped to handle the effects of the peak arrival and departure demand created by a high private motor vehicle mode share. Keeping kids safe, while also enabling the transport system to function, are core requirements.

AT is delegated authority by Auckland Council to manage parking of some **community facility parking** (around pools, libraries etc). However, most council facilities are not managed by AT. AT will work with Auckland Council and local boards to investigate parking sites which are experiencing excessive demand or at risk of being used for reasons other than their intended purpose and will introduce parking management intervention where agreed upon with Auckland Council, to protect these parking facilities and ensure their continued usability by the community.

**CONFIDENTIAL -
NOT APPROVED**

Residential Parking Zones (RPZs) are designed to help balance parking demands and recognise varying on-street parking needs. RPZs enable on-street parking for eligible residents. RPZs essentially provide a segment of parking in an area for the exclusive use by the residents of that area. This is not consistent with the rest of the parking system and therefore must be sparingly and carefully used. AT will not significantly expand the existing RPZs throughout Auckland. There are strict criteria to be considered for a Residential Parking Permit (RPP) and space is allocated in such a way that broader parking needs are also able to be met.

Parking **permits or coupons** are also available for selected users. These provide an exemption from a parking restriction and are currently allocated to a wide range of users including residents, tradespeople, healthcare organisations, and sports clubs. AT will seek to minimise the use of coupons as they represent an anomaly of the parking management system.

Indicators of success

- Planned changes are well communicated, while unplanned changes and disruptions are responded to in a way that minimises any unnecessary inconvenience or change.
- Streets around schools are safer and operate better.
- Most attendees at all planned events each year attend via active modes and PT.
- Managed facilities can meet genuine needs.
- Good utilisation of RPZ spaces.
- Alignment of permits with level of need.
- No growth in coupon use and careful monitoring.

**CONFIDENTIAL -
NOT APPROVED**

6. Parking policies continued

GROUP 4 – Specific situations

Temporary changes

Policy statement:

Temporary Traffic Management Plans may remove parking or alter provision of parking.

Policy detail:

- Where temporary changes to roads/streets are required to enable the safe and effective operation of traffic management (regardless of the reason for the traffic management), any and all kerbside space allocation required to assist with this may be closed for regularly allocated uses for the duration of the temporary traffic management with no requirement for relocation (with the exception of bus stops and some loading space).
- Where traffic management is unplanned, no notification is required and towing of vehicles is allowed where appropriately authorised.
- Where traffic management is planned, notification of the affected kerbside space (by way of on-site signage) is required no less than five working days in advance of the space closure.

Parking around schools

Policy statement:

AT will work with schools to manage on-street parking to prioritise safety for children.

Policy detail:

- On-street parking will be managed to prioritise safety for all, particularly for vulnerable road users.
- Parking management will support other areas of AT working with schools.
- On-street parking management changes will be developed in consultation and collaboration with schools, with consideration of their specific circumstances and needs.
- As with all other land uses, there is an expectation for schools to manage the impacts of access to their site, onsite and not assume kerbside space can be used for passenger pick-up/drop-off.
- As per the **Parking management on the Strategic Transport Network policy**, on-street parking adjacent to schools may be repurposed to more beneficial uses to assist in the delivery of projects on the Strategic Transport Network.

**CONFIDENTIAL –
NOT APPROVED**

Event parking

Policy statement:

AT will work with event organisers and key stakeholders to develop Traffic Management Plans for events. AT may use special event pricing and specific parking management measures to manage the impacts of special events and short seasonal peaks such as school holidays.

Policy detail:

- AT does not support or enable access for major events by private motor vehicle for spectators. In all situations, PT and active modes will be the preferred methods of access for spectators/attendees of events. AT may, at its discretion, enable and support parking for events, only where there are significant benefits and limited impacts in doing so.
- Through the TMP process AT will look to ensure that mobility parking is provided as close as possible to the event. For most events the loss of parking will be limited to meet the needs of the event (such as providing access/space for event transport, providing a secure and safe event space and providing sufficient space to meet pedestrian needs and safety).
- For some events it will be necessary to create a cordon area of removed parking to prevent significant demand overwhelming an area and impacting on either the event operation or the operation of the transport system.
- Any kerbside space relocation/removal will be communicated to the affected stakeholders/community in advance for planned events.
- AT will work with event organisers to provide good quality PT access to events, as well as dedicated cycle and micro-mobility parking and rideshare passenger pick up space where possible.
- AT may charge event organisers the cost of foregone revenue from the temporary loss of any paid parking for the duration of its loss.

**CONFIDENTIAL -
NOT APPROVED**

6. Parking policies continued

GROUP 4 – Specific situations

Council community facilities parking

Policy statement:

AT will work collaboratively with Auckland Council and local boards to develop appropriate parking management of Auckland Council-owned parking not managed by AT.

Policy detail:

- Auckland Council community facilities provide parking for access to locations like libraries, parks and swimming pools. However these facilities can also come under demand pressure.
- Most council community facilities are not managed by AT and do not have regulation or demand management.
- AT will work with Auckland Council and local boards to investigate parking sites which are experiencing excessive demand or at risk of being used for reasons other than their intended purpose, and will propose solutions for consideration by Auckland Council.

Residential parking zones and residential parking permits

Policy statement:

Residential Parking Zones (RPZs) will be limited to areas meeting prescribed criteria. Residential Parking Permits (RPPs) will be priced to better-reflect the value and cost of the parking once Central Government policy allows.

Policy detail:

- AT has the ability to change the boundaries of any Residential Parking Zone for any reason.
- RPZs will only be considered when:
 - parking demand for the subject area is greater than 85% occupancy across the average peak parking period (generally 4 hours); and
 - priced and time restricted parking is already in place in the subject area; and
 - the area is within a Tier 2 or Tier 3 location
- Residential Parking Permits (RPPs) will not be issued for properties that were consented after 30 September 2013*. The priorities for allocation of RPPs, in order of priority, are:
 1. A house on a single title without off-street parking, or an apartment building built before 1944 without off-street parking
 2. A house on a single title with one off-street space
 3. All other houses or townhouses
 4. Apartments.

**CONFIDENTIAL -
NOT APPROVED**

Residential parking zones and residential parking permits continued

Policy detail continued:

- RPPs will be issued on an annual basis and will otherwise expire at a set date each year.
- Allocation of RPPs will be capped and relative to the number of available on-street carpark spaces.
- AT will invite expressions of interest to determine likely RPP demand. RPPs will then be allocated based on a priority system as set out above. One permit will be allocated to each member of the highest priority category before issuing a second permit. This will then cascade down through the lower priority categories until the total cap on permits is reached.
- Price will be set to cover the administrative cost to provide the permits, until such time as government regulation is changed. When that occurs (subject to the new government regulation) price will be set relative to administrative costs, costs relative to the provision and maintenance of the parking asset, 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).
- A RPP will relate to a vehicle's registration. Users must show proof of residence and the RPP can be transferred in the case of change of residence ownership/tenancy during the year (requiring re-submission to AT and an administrative charge).
- Having a RPP does not guarantee spaces will be available - they only provide the right to park in any available space in the designated residential parking zone.
- A RPP only applies to the RPZ for which it is permitted (a RPP for one RPZ does not permit the user to park in another RPZ).
- Residential parking zones use will be strictly enforced.
- A separate category of off-peak parking permit will be available for parking overnight and on weekends only. This permit will be available where daytime weekday parking is not required.
- All existing Residents Only permits will no longer be valid and users of those permits will need to apply for residential permits (should they be eligible)
- Note that parking within RPZs is subject to removal where it falls on the Strategic Transport Network using the same approach as all other parking on the Strategic Transport Network.

*as included in the 2015 AT Parking Strategy



6. Parking policies continued

GROUP 4 – Specific situations

Permits, coupons and concessions

Policy statement:

Coupons and concessions will be used sparingly for critical uses for which no other option is available and their use will be monitored closely.

Policy detail:

- The coupon types in the table below have been designed to ensure that parking permits and coupons are allocated in a fair and equitable manner based on need, and that eligibility is clearly understood. There may be instances where parking concessions are considered appropriate. Examples of this include concessions for particular classes of vehicle or users. AT may develop concessions, as these needs are identified and arise.
- AT will continue to improve parking permitting administration systems and processes.
- AT will phase out permits as needed and as the system evolves.

Coupon and permit types

Permit/coupon type	Description
Critical services permit	<ul style="list-style-type: none"> • These permits are available for the following services: <ul style="list-style-type: none"> – Emergency services (police, ambulance) attending emergency situations in an unmarked vehicle – Critical healthcare and non-profit community support services – Emergency infrastructure repair services, such as vehicles repairing Auckland’s energy, water and phone networks. • These permits are able to be used in some time-restricted areas and paid parking areas.
Event permit	These permits will be issued by AT only after approval by Auckland Unlimited or the ATOC Major Events team. These permits are able to be used in time-restricted and paid parking areas and will only be valid for the duration of a specific event.
Authorised vehicles parking permit	These permits can be used in a specific area that is set aside for permit holders’ parking only such as a car share space. Permits are only considered in exceptional circumstances where a solution cannot be provided under the existing parking permits categories.
Residential parking permit	As detailed in the Residential Parking Zones and Residential Parking Permits Policy .

**CONFIDENTIAL -
NOT APPROVED**

Permit/coupon type	Description
Off-peak parking permit	Off-peak parking permits will be available for on-street parking in areas of high parking demand for overnight and weekend parking only.
Coupon (different coupons will be valid in different areas based on the restriction they are exempting)	Coupons will be based on a daily price that will allow exemption from the restrictions in that area. Coupons will be available for: <ul style="list-style-type: none">• Tradespeople and contractors• Some public service entities Coupons will be technology-based and simple to use.





**CONFIDENTIAL -
NOT APPROVED**

7. Where to next

7.1 Have your say, we're listening

Listening to what you have to say is important to us.

We want to know your thoughts on the proposed/draft Auckland Parking Strategy.

Public and stakeholder feedback can influence any part of the Strategy, however, we won't be able to make changes if they would cause it to lose alignment with the transport direction/objectives of government and regional documents/strategies that have already been adopted. These objectives and documents are outlined throughout the Strategy.

Here's how you can have your say:

Online survey: [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

Give your views until **Sunday 1 May 2021**

Want to talk to us?

Phone: (09) 355 3553

Email: ParkingStrategy@at.govt.nz

To find out how to talk to us in person visit [AT.govt.nz/parkingstrategy](https://at.govt.nz/parkingstrategy)

What happens next

May/June:

- Each local board will receive a report on public feedback based on the responses received from their area.
- Local boards endorse local feedback.

July:

After taking on board public, key interest group and elected member feedback, AT will present the revised draft Auckland Parking Strategy 2022 to the Auckland Council Planning Committee for endorsement.

August:

The proposed final Auckland Parking Strategy 2022 will be presented to the Auckland Transport Board for adoption.

September/October:

- A report on public feedback will be released that outlines the feedback received as well as the final decisions on, and changes made to, the draft Auckland Parking Strategy. If you provide your contact details, we will notify you when the report is available.
- The final Auckland Parking Strategy 2022 will be released.

**CONFIDENTIAL –
NOT APPROVED**

7.2 Implementation

Following final approval of the Auckland Parking Strategy 2022 by the Auckland Transport Board, AT will start implementing the Strategy, commencing with CPMPs for key Tier 3 centres. A separate implementation plan is being developed to ensure the smooth delivery of the Strategy, and to coordinate the various activities needed.

7.3 Changes needed to Government policy

While AT manages the public parking system for Auckland, it does so under the policies and regulations set by the New Zealand Government, via the Ministry for Transport and Waka Kotahi.

These policies and regulations limit some of the power of local government and road controlling authorities, including how AT manages parking.

Through the development of the Strategy, AT and Auckland Council have identified a number of areas where changes to government policies and regulations are urgently needed to improve the ability of AT to manage the parking system. AT will continue to advocate to Government to review their policies and regulations so that they work for Auckland in 2022 and beyond.

The New Zealand Government policies and regulations that need immediate attention are outlined below.

Parking fines

Parking fines are not set by AT, but are instead set by Government legislation via a national maximum fee schedule. The schedule setting maximum fines has not been reviewed since 1999, which means that fines have not kept pace with inflation or current fines for other prohibited activity. AT's experience is that parking fines no longer represent an appropriate or effective deterrent to illegal behaviour in their current form.

AT's view is that, consistent with the practice of many other countries, local government/road controlling authorities should be empowered to set their own parking fines, so they are fit-for-purpose for the local context and do not attempt to provide a national solution to a bespoke local problem.

The process for setting parking fines needs to be reviewed by Government.



**CONFIDENTIAL -
NOT APPROVED**

7. Where to next continued

Parking on berms

Parking on grass berms outside homes and businesses impedes the safe movement of pedestrians, particularly those with accessible needs, and can damage public infrastructure including utilities infrastructure laid in the berm.

Despite parking on berms being the subject of many complaints to AT, we are unable to consistently enforce a ban on berm parking due to the limited regulatory support for such an approach from the Government. AT believes this urgently needs to be addressed so that this unsafe behaviour can be easily stopped without resorting to resolutions and signage across the transport network. Until this issue is resolved, AT will remain unable to enforce a general ban on berm parking in Auckland.

Residential Parking Permit costs

AT manages a Residential Parking Permit (RPP) scheme for several suburbs in Auckland in which many dwellings do not have off-street car parks due to their age/ time of construction and where on-street parking is sparse due to other needs. Car parking spaces in these areas, both on and off-street, are valuable, however Government legislation means that AT is not able to charge the true value of these car parks to residents, only the administrative cost involved in generating the permits.

In 2022, the RPP cost is \$70 for unlimited parking for a full year (or 20 cents a day). In contrast the paid space next to a residential parking permit space can generate several thousand dollars a year. The current approach is inadequate. It does not recognise the value of on-street space and potentially allows private residents to on-sell priority parking on public land at a greatly reduced price. AT considers that the Government needs to amend the approach to enable AT to charge the foregone revenue, and match the demand for parking in the area.

**CONFIDENTIAL –
NOT APPROVED**

Parking levies

While not part of the management of the public parking system, Auckland Council and AT are keen to investigate the ability to influence parking use in the City Centre, where 87 percent of parking is private parking and currently beyond our control or influence, creating flow on impacts to the broader transport system. We would like to investigate the introduction of a parking levy on businesses which have private parking in

the City Centre, in order to use the revenue to mitigate the effects of so many vehicles (around 35,000 spaces) or enhance PT services to encourage mode shift. Central Government regulation prevents this from being implemented. AT and Auckland Council believe that Government should review this, which would allow further investigation and research into the possible use of such a scheme.



**CONFIDENTIAL -
NOT APPROVED**

Parking strategy glossary of terms

Term	Definition
Auckland Plan 2050	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 aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/Pages/default.aspx
Auckland Transport (AT)	Auckland's Council Controlled Organisation responsible for the transport system.
Auckland Unitary Plan (AUP)	This guides the use of Auckland's natural and physical resources and provides the rules and policies for land use development see aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/Pages/default.aspx
Bus layover	Space for buses to park while not in use, typically when waiting to start another service. Bus layover may be kerbside or offstreet.
CAM/Cycle and Micromobility	A term used to refer collectively to bicycles and micromobility devices (see micromobility)
Carshare	Carshare is a model of car rental where people rent a vehicle for short periods of time (usually by the hour). This means that people do not need to own their own vehicle. Under the typical business model, membership enables access to a fleet of vehicles which are located around the city. Members are then able to rent cars for the required period of time from a location that is convenient to them.
Clearway (with time-of-day restrictions)	This is where no stopping restrictions during certain times of the day are applied to kerbside space that is typically used for parking. For example during the clearway operating time the kerbside space will be used as a traffic lane, outside the clearway times the space reverts back to parking.
Comprehensive Parking Management Plan (CPMP)	This is a plan for a specific area that takes into account land use and access characteristics of the area and sets out parking management requirements, over time.
Demand responsive	This term usually relates to when a level of parking demand of 85% occupancy is met and there is a need to continue to incentivise parking turnover through time restrictions or through pricing that parking.
Driveway	Provides vehicle access to a site from a road/street. If a driveway crosses a footpath, the users of the footpath have right of way over vehicles using the driveway.
Electric vehicle charging station/point	A parking space that includes an electric vehicle charging device.
EV / Electric Vehicle	Electric vehicle. For definitions see Waka Kotahi NZ Transport Agency website: https://www.nzta.govt.nz/vehicles/vehicle-types/

**CONFIDENTIAL –
NOT APPROVED**

Frequent Transit Network (FTN)	This is a classification of public transport service, defined as having services operating at least every 15 minutes between 7am and 7pm, every day of the week, but without full priority measures (e.g. bus lanes and signal priority).
Future Connect	Future Connect is the long-term network plan for Auckland’s transport system. It identifies the most important parts of the transport network, and the most critical issues and opportunities. This helps us make our 10-year investment programme, the Regional Land Transport Plan (RLTP). For more information please visit at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transport-network-plan/
Government Policy Statement on Land Transport 2021	This sets out how the Government wants to see transport investment prioritised over the next ten years. See: transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport/
Greenfield areas	Areas that have not previously been subjected to significant development, such as farm land.
Kerb zone	The space on the street between private property boundaries and the first carriageway lane is known as the kerb zone. The kerb zone includes the footpath and parking spaces on the side of the road,
Land Transport Act (1998)	An overarching piece of national legislation, which sets out key safety obligations for operating within New Zealand’s land transport system, and outlines the rules relating to drivers, operators and the licencing regimes that underpin these obligations. (based on a summary of the LTA provided by the Treasury: https://www.treasury.govt.nz/sites/default/files/2016-06/ris-transport-ltap-sep16.pdf Land Transport Act 1998 – Proposed Miscellaneous Amendments - 12 September 2016 - Regulatory Impact Statement - Ministry of Transport (treasury.govt.nz))
Loading zone	An area of the road (usually kerbside) where vehicles can stop to unload goods or people.
Micromobility	Refers to a range of small, lightweight vehicles operating at speeds typically below 25kmph and driven by users personally. Micromobility devices include bicycles, e-bikes, electric scooters, electric skateboards, shared bicycles and electric pedal assisted bicycles (this list is not exhaustive).
Mobility parking	Parking reserved for vehicles displaying mobility permits.
Moped, motorcycle	For vehicle type definitions, see Waka Kotahi NZ Transport Agency website: https://www.nzta.govt.nz/vehicles/vehicle-types/
National Policy Statement on Urban Development 2020	The National Policy Statement on Urban Development (NPS-UD) sets the direction for urban development policy and rules throughout New Zealand. It aims to ensure that New Zealand’s towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. For more information: hud.govt.nz/urban-development/national-policy-statement-on-urban-development/
No stopping at all times (NSAATs)	Depicted by broken yellow lines / signage. This indicates that vehicles cannot park or unload goods in this location.

**CONFIDENTIAL -
NOT APPROVED**

Parking strategy glossary of terms *continued*

Park and ride	These are areas of AT controlled off-street parking, located near key public transport hubs, such as train, ferry and bus stations. Customers park their vehicles, and transfer to public transport services.
Off-street parking	This is parking that is available off the road, such as in parking buildings, or other off-street parking areas. Public off-street parking is typically owned by Auckland Council and often managed by AT. Park and ride is a form of off-street parking. For private off-street parking, see onsite parking. Some private off-street parking is provided specifically for customer-use.
On-street parking	This is parking that is available on the road, typically within the kerb zone. AT controls and manages all publicly owned on-street parking in Auckland.
Onsite parking	Refers to parking associated with land use, sometimes called ancillary parking.
Parking	Refers to the temporary storage (short or long term) of all types of transport vehicles, and includes onsite parking, off-street and on-street parking. However the approach to parking management outlined in this document is concerned with on-street and off-street parking controlled by Auckland Transport.
Parking - paid	This is when there is a cost to use a parking space. The cost typically increases the longer a vehicle occupies the parking space.
Parking zone – parking restrictions apply	A Parking Zone may be used to signal parking rules for a wider area and are signposted at the start and end of each zone. Linear (kerbside) parking regulation may apply and take precedence over the parking zone rules.
Parking - time restricted	This is a time limit on how long a vehicle can occupy a parking space. The time limit is expressed in minutes and typically is one of the following durations - P5, P10, P30, P60, P120, P180, P240.
Parking - unrestricted	This is where the use of a parking space has no time restrictions, no costs, and no restrictions on the type of vehicle.
Parking management	Refers to how Auckland Transport manages the parking it has jurisdiction over. It covers the supply of new parking, the removal of parking, and the management of existing parking (such as changing the type of parking in a certain location).
Pick up/Drop off zone (PUDO)	Space dedicated to vehicles that are picking up or dropping off people or goods. They typically have a time limit associated with them.
Policies	These articulate how AT will manage the parking system to comply with the parking principles and contribute to the strategic objectives. Key policies for parking sit in the Parking Strategy, other more operational policies include AT's price adjustment policies for parking.
Principles (parking)	These guide how we approach parking management over the next decade and provide a summary of our overall approach to parking.

**CONFIDENTIAL –
NOT APPROVED**

PT / public transport	Public transport, the bus, rail, ferry and on-demand services provided by Auckland Transport.
Readiness for change	An assessment of how ready a community/area is to replace private vehicles trips for more efficient and sustainable modes of transport. Typically, this reflects the access to other modes of transport, and the availability of local services that reduce the need to travel by private vehicle.
Regional Land Transport Plan (RLTP)	This is the 10-year investment plan for Auckland’s transport network. It details the areas that Auckland Transport, Waka Kotahi NZ Transport Agency and KiwiRail will invest in to respond to our region’s transport challenges via a proposed 10-year investment programme for specific transportation projects see at.govt.nz/about-us/transportplans-strategies/regional-land-transport-plan/
Residential Parking Permit (RPP)	See RPZ.
Residential Parking Zone (RPZ)	This is a parking zone that has a permit system that allow people with RPPs to be exempt from other parking management measures. RPZs are designed to help balance competing demands on kerbside parking. There are eligibility requirements for residents to obtain an RPP and there is a cap on the total number of permits available within each zone and priority criteria for obtaining a permit. Permits must be renewed each year. RPPs do not guarantee a parking space. For more information on RPZs and RPPs go to https://at.govt.nz/driving-parking/parking-permits/resident-parking-permits/
Responsive parking management	This means where parking issues arise, such as high demand or safety issues, AT determines the most appropriate parking management response.
Ride share	Ride share is when a passenger (or passengers) travel in a private vehicle driven by its owner, either for free or for a fee. This includes taxis. For example a person living in Northcote may drive to work, but picks up two other passengers on the way that share the ride with them. There are a number of commercial ride share companies operating in Auckland.
Rapid Transit Network (RTN)	This is a classification of public transport service, defined as providing fast, frequent and high capacity public transport services along corridors separated from general traffic.
Strategic objectives	The strategic objectives that guide the management of, and investment in, Auckland’s transport system.
Strategic Transport Network (STN)	The Strategic Transport Network consists of the main transport routes that connect people throughout Auckland. They are predominantly roads, but also include railway lines, busways, and off-road cycleways.
Taxi stand	Space (typically located in the kerb zone) reserved for taxis so they can pick-up and drop-off customers. Can be used by all rideshare vehicles.

**CONFIDENTIAL -
NOT APPROVED**

Parking strategy glossary of terms continued

The Government's draft Emissions Reduction Plan and Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan	These signal the need for significant changes to how we travel and the way we travel. In particular the need to shift from petrol and diesel car use to other, low-emission travel modes. See: (mpi.govt.nz/consultations/emissions-reduction-plan/) (aucklandcouncil.govt.nz/plans-projects-policies-reports-by-laws/our-plans-strategies/Pages/te-taruke-a-tawhiri-ACP.aspx)
The Roads and Streets Framework (RASf)	This is used to inform any development design of a road or street. It is a fundamental tool for understanding how road-space might be allocated to serve the needs and catchment of adjoining land use, as well as the movement of people, goods, and services. See (at.govt.nz/about-us/transport-plans-strategies/roads-and-streets-framework/)
Traffic Control Committee (TCC)	Auckland Transport has delegated the power to the Traffic Control Committee to make decisions on proposed changes to parking controls/regulations across Auckland. For more information visit at.govt.nz/about-us/working-with-at/traffic-and-parking-controls/
Transport system	Refers to the wider transport system as a whole and encompasses all methods of getting around Auckland, for example roads, cars, rail, buses, bus lanes, ferries, taxis, freight, footpaths, scooters, bicycles, and cycleways.
Transport Design Manual	A set of guides, codes and specifications created specifically for the Auckland region, based on international best practice and robust common engineering theory. (taken verbatim from the AT website at: https://at.govt.nz/about-us/manuals-guidelines/transport-design-manual/)
Travel choice	Means people have more than one (ideally a range) of travel options to get around Auckland safely and efficiently.

Note that any links to the AT website reflect existing/current policy. Proposed policy is outlined in this document, the Draft Parking Strategy.

