Comprehensive Parking Management Plan (CPMP) Framework

A component of Tāmaki Makaurau Auckland's Parking Strategy

May 2023

Auckland Council
Te Kaunihera o Tāmaki Makaurau

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1. What are CPMPs?

Comprehensive Parking Management Plans (CPMPs) are detailed parking plans developed for a specific location. They provide a thorough assessment of the parking environment in areas planned for parking management intervention. As a location-specific plan, a CPMP examines the existing transport and land use situation, identifies issues and opportunities, and develops recommended changes to the public parking supply and kerb zone space allocation.

They are developed with a strong strategic lens, linking proposed changes to the broader transport and land use system. They are prepared by Auckland Transport (AT)'s Integrated Network Planning team and are the strategic precursors to the detailed parking design plans which operationalise/implement the CPMP, which are led by the AT Parking Design team.

1.1 The role of this CPMP Framework

This framework has been developed to clearly set out for Aucklanders how AT will undertake CPMPs, what happens once they are established and to provide a consistent guide on how they should be developed, so that each area is interrogated with the same rigour, and comparisons between areas are possible.

2. Developing CPMPs

2.1 Where CPMPs fit within the parking system

CPMPs are a non-statutory strategic document and sit within the wider framework of *Room to Move: Tamaki Makaurau Auckland's Parking Strategy 2023*. The Parking Strategy and CPMPs are guided by higher level strategies and plans such as the *Auckland Plan 2050*.

In turn, CPMPs inform parking management designs, which are developed by AT Parking to operationalise changes to parking within centres, around transport hubs, or other locations that are identified for parking management. The strategic context of CPMPs are shown in Figure 1.

Parking assessments and management plans may also be prepared through other statutory processes such as plan changes or resource consent applications. These assessments are not governed by the CPMP process, and typically are developed as part of an Integrated Transport Assessment (ITA). These parking assessments should follow the guidance outlined within the Auckland Transport ITA guidelines, however this CPMP Framework will also be a valuable resource to understand the potential scope of parking management and assessment.

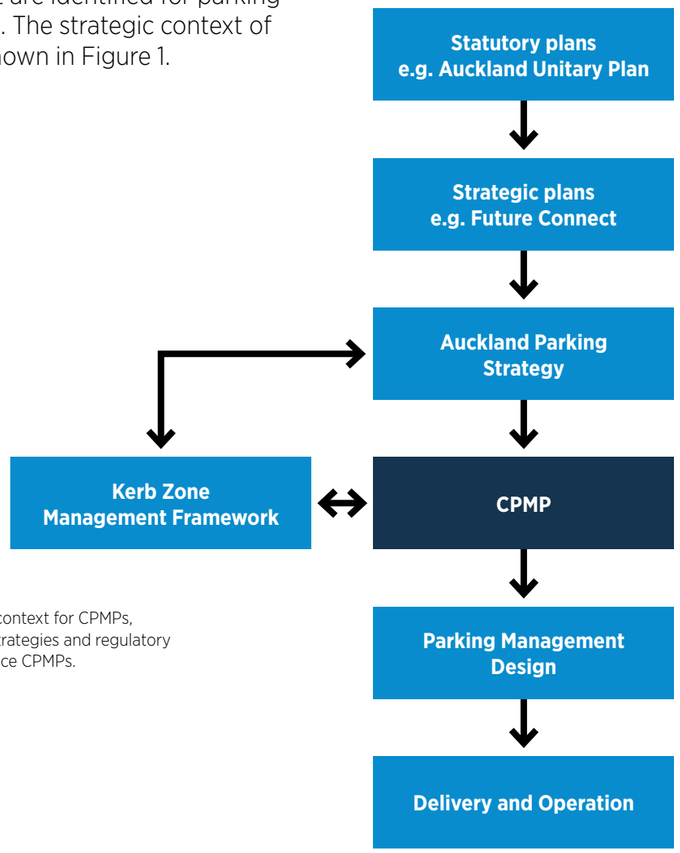


Figure 1: Strategic context for CPMPs, including policies, strategies and regulatory controls that influence CPMPs.

2.2 When we will develop CPMPs

As per the Auckland Parking Strategy, CPMPs will be developed progressively for all Tier 3 and Tier 2 areas across Auckland. CPMPs will be developed with the aim to anticipate and address future issues or opportunities related to parking before they occur, by providing a coordinated parking management approach. However, in some situations CPMPs may also be developed in response to unanticipated changes, or emerging pressures on public car parking, such as those in Figure 2. Some of these factors may also influence the more proactive CPMPs where we are aware of the proposed changes in advance of implementation.

Factor	Impact on parking management
Development	Large-scale residential or commercial development may place unmet demand on existing on-street supply. This is of particular relevance given the *National Policy Statement on Urban Development (NPS-UD)* removes minimum car parking requirements and encourages local authorities to manage externalities arising from this policy through CPMPs.
Redevelopment	Areas undergoing regeneration and/or intensification will be consistent with the *Auckland Unitary Plan (AUP)* and associated car parking requirements. In areas with limited on-street supply, the need for management will be highlighted.
Decrease in parking supply	Off-street car parking facilities are often strategic sites, either in town centres or near the Rapid Transit Network (RTN). As these may be divested (or sold) for redevelopment, the on-street parking supply may require new restrictions. Additionally, the removal of some on-street car parking for other uses may require addition/modification of restrictions to remaining public car parking.
Change in availability of other modes/methods	A step-change to active modes or public transport - for instance, a new bus station complemented with increased service frequency - may initiate a reconsideration of the optimal land use for on/off-street car parking. Similarly, a new cycleway nearby will increase demand for space for cycle parking.
Opening of significant trip generator	The completion or expansion of a high trip-generating facility, such as a hospital or stadium, may necessitate stronger parking controls.

Figure 2: Urban processes and their relevance to parking management

2. Developing CPMPs continued

2.3 The scope of CPMPs

CPMPs provide a holistic plan for the management of parking within a geographic area. Typically, a CPMP will cover:

- Development of placed-based parking management objectives that reflect the wider aspirations and direction of the Auckland Parking Strategy
- Analysis of existing and future transport and land use conditions, and the existing parking situation
- Identification of existing and future issues and opportunities related to parking and transport
- Identification of tools and methods that contribute to the parking management objectives (e.g. shared parking) and which optimise the use of the kerb zone to reflect the wider demands on this section of the carriageway
- Analysis of the supply, location and management of centralised or consolidated public (off-street) parking facilities, including stand-alone parking lots and buildings. This includes the divestment (or implications for redevelopment) of existing parking facilities
- Formation of a framework for parking management decisions over a ten-year period.
- Consideration of the local attributes of an area and the people who access it, including an equity lens to ensure that access is not reduced for those in most need.

2.4 How we develop a CPMP

This Framework represents a 'toolbox' of parking analysis and management techniques. Given this, the Framework is suited to all scales of parking analysis: from a site to a street, from a centre to a suburb. The tools within it can be selectively applied to help achieve wider transport and/or land use outcomes, with the primary tools being summarised in the work process diagram below.

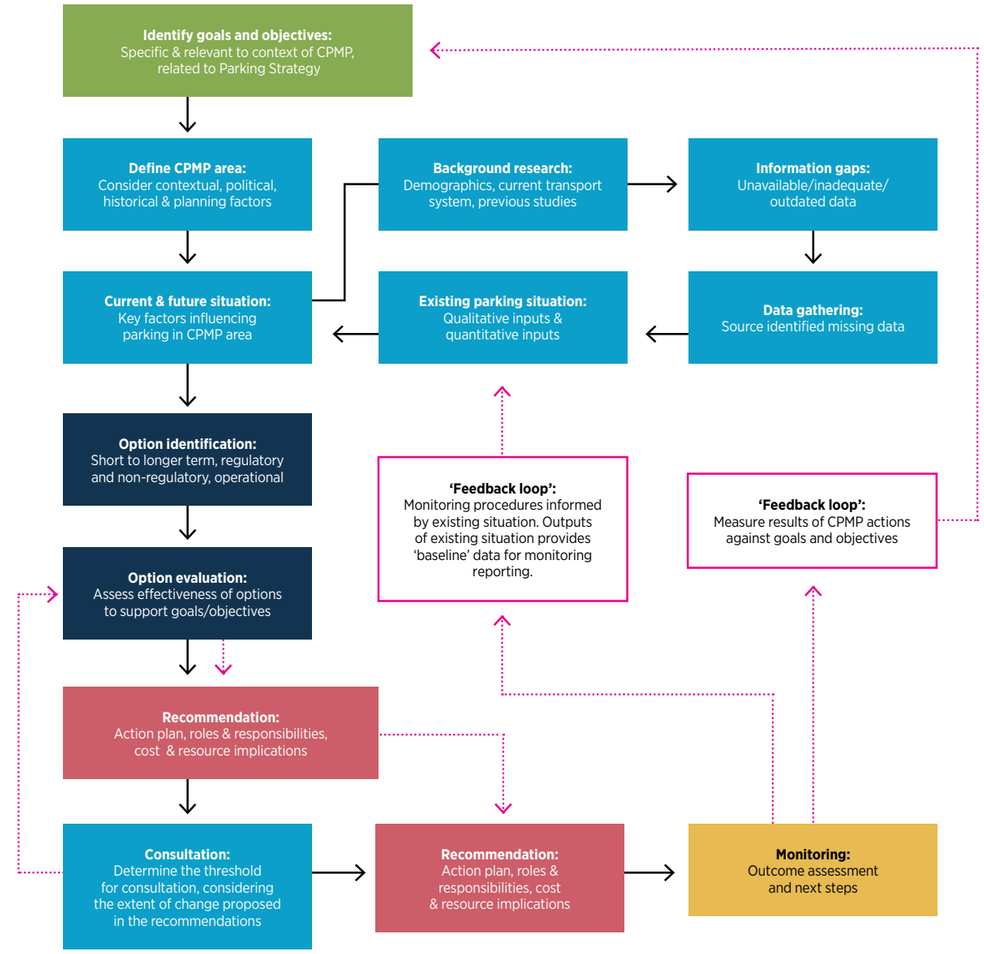


Figure 3: Key stages of CPMP development

2. Developing CPMPs continued

2.5 Public engagement

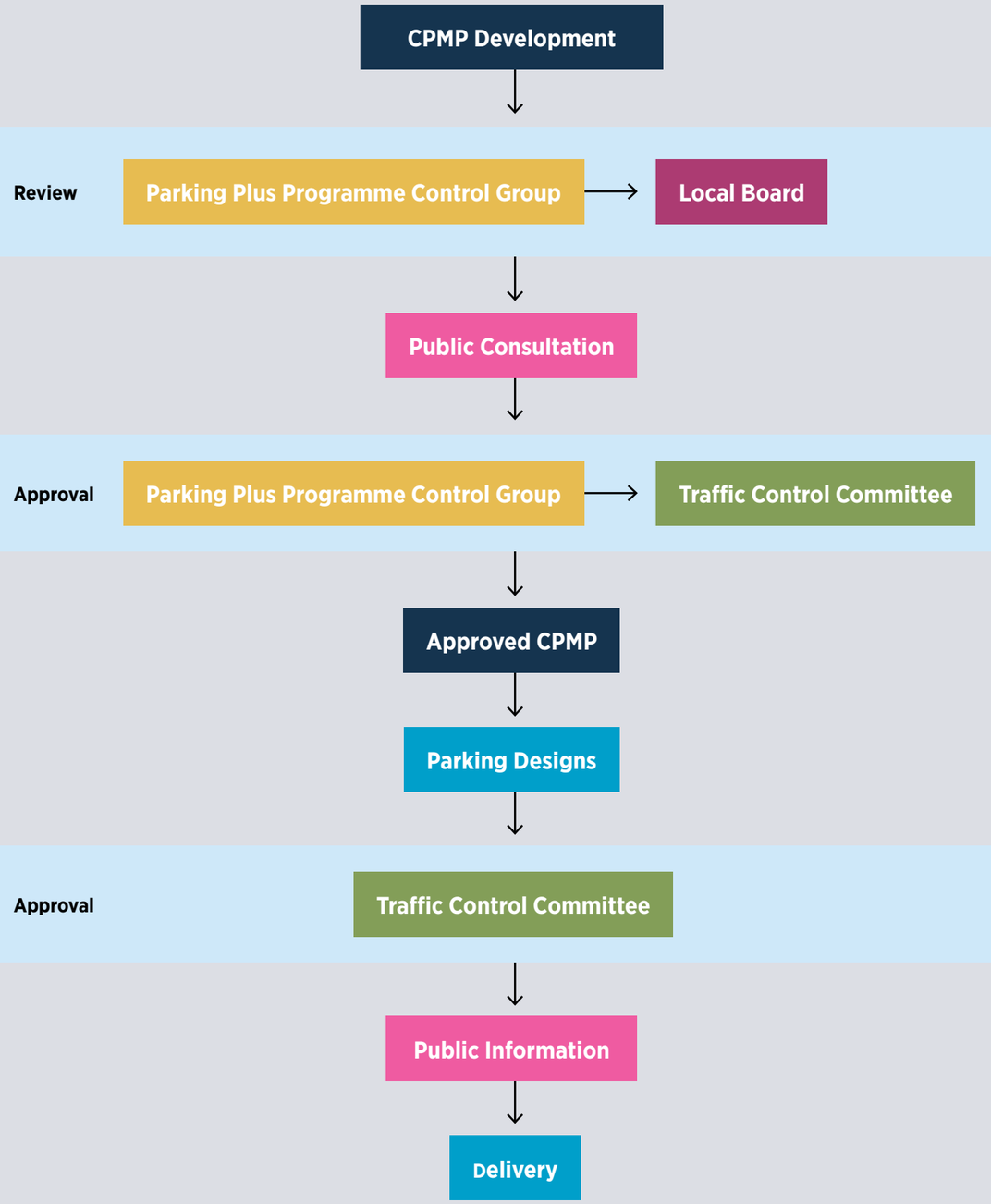
Public engagement on a CPMP will take place once the CPMP has been reviewed by the local board. The nature of public engagement is dependent on the scale of change proposed within the CPMP and will be consistent with the public engagement policy in the Auckland Parking Strategy. Māori (both mana whenua and mātāwaka) will be engaged early on in the process so that their views can be incorporated into the design. The CPMP will already include information on the local area and direction from publicly consulted plans, however it is important that the CPMP is presented to the public for feedback, and inclusion of any other relevant information or factors, prior to final approval. This will allow feedback on the CPMP proposals to be incorporated in the final document, and will help capture any outstanding issues that were not adequately addressed in the draft CPMP.

Listening to community concerns and gathering input into the development of the CPMP will help provide a stronger mandate for any changes proposed once the CPMP is operationalised/implemented.

2.6 Governance and approval process

Local boards will have a specific role in the development of CPMPs. They will participate in the vision setting at the start of the process, and AT will seek local board endorsement of the draft CPMP before public consultation. CPMPs will be developed by AT, and may be developed by external parties, as necessary, under AT supervision. Once finalised by the project group, the CPMP document will be circulated with the Parking Plus Programme Control Group (an AT management group) for endorsement for engagement. The Traffic Control Committee (TCC) will provide approval of the outputs of the final CPMP on delegated authority of the Auckland Transport Board.

Figure 4
CPMP governance process



3. CPMP priority locations

Auckland is growing and changing rapidly, and CPMPs are critical for managing parking demands across the region.

However, some parts of the city will require action earlier than others due to a range of factors, as articulated below. Consequently, the programme of CPMPs for Auckland will be delivered in a prioritised manner. The prioritisation will be based on a number of factors, including the regional 'tiered parking management' approach outlined in the *Auckland Parking Strategy*. This approach will also mean that we can incorporate the lessons and successes of earlier CPMPs throughout the remainder of the programme.

3.1 Prioritisation methodology

We have a good understanding of how both the transport and land use system will change over the next 10 years, with the *Regional Land Transport Plan (RLTP)*, *Auckland Unitary Plan*, and other planning documents providing strategic direction. Taking the planned and expected changes to the transport and land use system into account, AT has developed a prioritised programme for the roll-out of CPMPs across the region.

This will allow for a proactive response to potential parking issues that may arise from:

1. the type, scale and extent of activities that are present now, or those expected in the future, and/or
2. the extent and timing of change, informed by objectives and problem definition.

While we have prepared an initial prioritisation of the locations of interest, the prioritisation can change due to unexpected external factors such as new development or market forces.

Current and future activities

The type of land use and the activities that it generates are key inputs to understanding the relative priority of undertaking a CPMP in a location. Areas that have a greater mix of uses, including residential and business uses, and good access via a range of transport modes have a greater readiness and ability to manage parking and kerbside space in a way that encourages people in these areas to make more trips by public transport, walking, cycling and scootering. Consequently, these areas (such as the City Centre, and Metropolitan Centres) will have a higher priority for CPMP development.

Figure 5 provides a summary of different land use and transport conditions, and how a CPMP can address the typical issues that may arise under these conditions.

Extent and timing of changes

While the nature of activities provides a reliable indication of the need for parking management, other characteristics can influence parking demand, and the need for parking management. The most common changes that can influence the need for parking management include:

- Intensification/land use changes, for example development, redevelopment and the opening of a significant trip generator. Examples include Eke Panuku and Kāinga Ora redevelopment areas that depend on factors such as proximity to centres, onsite parking provision, public transport access.
- Transport changes, for example a decrease in parking supply, or change in availability of other modes methods. Examples include divestment of public off-street parking (for redevelopment) or removal of significant amounts of on-street parking.

Consequently, CPMPs will also be prioritised based on the scale of these transport and/or land use changes, when they are occurring and whether they are occurring simultaneously. The operationalisation of CPMPs will be coordinated with changes to the built environment, in order to ensure changes in parking regulation and supply are aligned with on the ground changes.

3. CPMP priority locations continued

Figure 5 Overview of CPMP relevance to different land use conditions

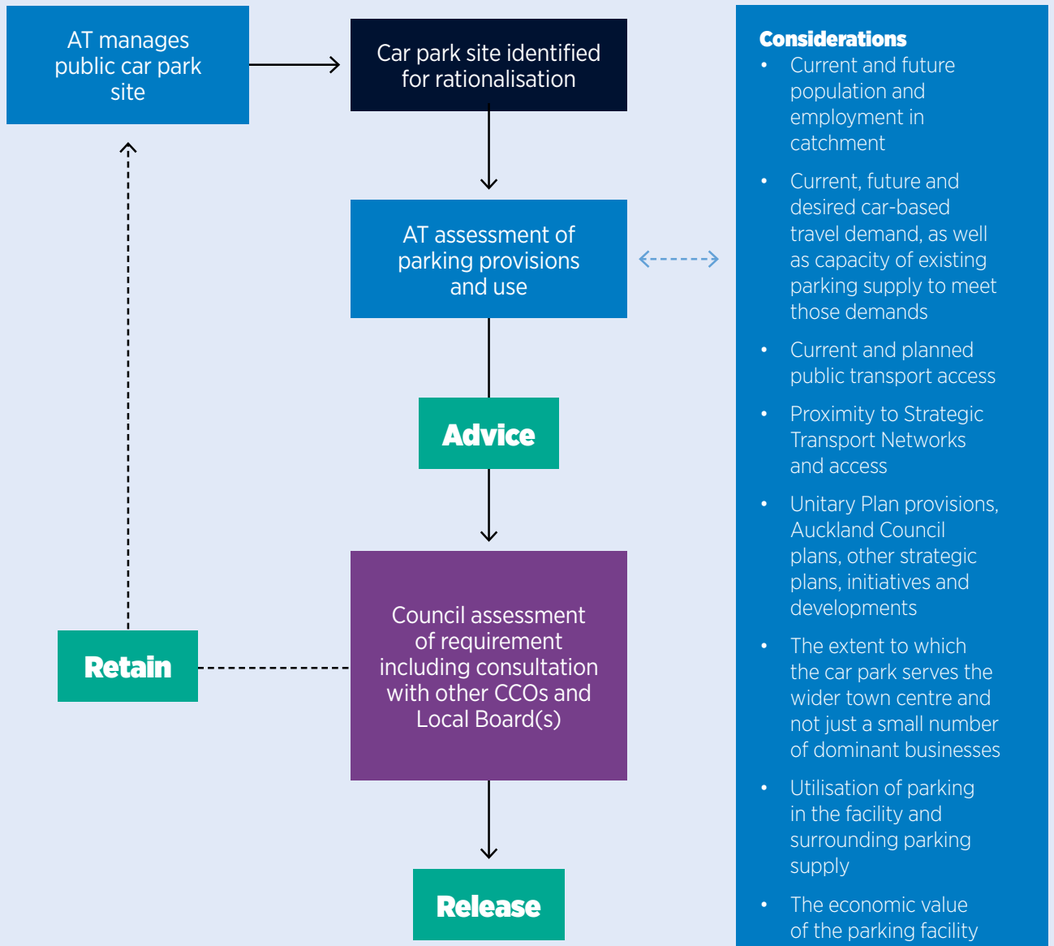
Land use category		
Sub-category	**Features**	**How CPMPs can help manage parking in this context**
City Centre	The City Centre zone: • Enables the greatest intensity of development in Auckland; • Enables a significant residential population to establish; and • Hosts the region's integrated transport network, being the nexus for general traffic, freight, public and active transport networks.	CPMPs have a **high** level of relevance to the City Centre zone. CPMPs are useful to understand the overall parking situation to inform future initiatives such as *Access for Everyone*. Transformational shifts in parking supply - such as removing parking or shifting long-stay to short-stay provision - will inevitably require a management and/or implementation plan. The location of parking (i.e. onstreet or offstreet) and how they may be utilised are different and may require different management approaches, enabled under a CPMP.
City Centre fringe	The City Centre fringe constitutes a mix of housing typologies, building uses and AUP zones. It has a symbiotic relationship with the City Centre, forming the transitionary area from business and high-density residential, to lower density zones.	CPMPs have a **high** level of relevance to the City Centre Fringe. In a residential capacity, the continued intensification of this area, coupled with limited parking provision requirements, will place further strain on the on-street supply. For businesses and other uses, CPMPs will also be relevant; not only do land use and transport demands conflict here (parking may take up land that could be used for other purposes), but the City Centre may generate spill-over parking demand in nearby streets.
Metropolitan Centres	The Metropolitan Centre zone provides key focus areas for Auckland's future growth. It provides the second highest overall intensity of development, serving a sub-regional catchment.	CPMPs have a **high** level of relevance to Metropolitan Centres. Prior CPMPs in Metro Centres have revealed the context-dependency of parking issues, reinforcing the need for area-specific management. Most Metro Centres are situated within residential areas, emphasising the need to reduce spill-over parking demand between these land uses, or to optimise public parking through a CPMP. Some Metro Centres will undergo development enabled by Eke Panuku Development Auckland.
Town Centres	• The Town Centre zone provides for a range of activities and anticipates intensified growth. • They are usually located along arterial roads and served by the RTN and/or FTN.	CPMPs have a **medium to high** level of relevance to Town Centres. This relevance is dependent on: • How permissive the development restrictions are; for instance, whether there are any AUP overlays. • The extent to which the overall car park supply is managed by AT. A high portion of car parks managed by AT may influence future parking management and/or scope of redevelopment. Town Centres will experience significant growth in the coming decades, and their often limited off-street parking provision may shift demand to on-street parking.
Local Centres	The Local Centre zone allows development of up to four storeys. It permits large-scale commercial activity if it manages adverse effects on the transport network. The zone requires any parking to be at-grade to avoid or mitigate adverse visual effects and adverse pedestrian amenity outcomes.	CPMPs have a **low to medium** level of relevance to Local Centres. This relevance is dependent on: • The trip-generating characteristics of the area; • The demand for on-street parking; • The anticipated future growth; and, if applicable, • The off-street parking supply and demand for park and ride.

3. CPMP priority locations continued

Transport category		
Sub-category	**Features**	**How CPMPs can help manage parking in this context**
Park and Ride	These are dedicated parking facilities for RTN stations, predominantly located on the periphery of the region.	CPMPs have a **high** relevance here given that the Park and Ride Plan outlines a paid parking scenario for these sites. Parking management of surrounding streets will be important as part of this approach, to prevent the parking demand simply shifting.
Parking divestment	Redevelopment partners may show interest in strategic Auckland Council-owned sites across Auckland that have significant development potential. See Figure 7 for the parking rationalisation process.	The relevance of CPMPs to parking divestment is dependent on the availability of on-street car parking. Additionally, this relevance is dependent on: • The presence of alternative off-street public parking, as divestment may shift demand to the on-street supply; • The anticipated future growth of the area, as areas zoned for more permissive development, such as Metropolitan Centres, or when areas anticipate strong future growth.
On street parking repurposing	To provide for the safe and efficient movement of all modes, on-street parking may be repurposed (including for part of the day). For example, a parking lane may be turned into a peak-period bus lane and parking off-peak.	Depending on the scale of change, a CPMP may be required to recommend management methods, for example, the addition and/or modification of parking restrictions to remaining on-street car parks.

Figure 6 Overview of CPMP relevance to different transport conditions

Offstreet carpark divestment process



Appendix A – CPMP guidelines and template

The following is the template to use for all CPMPs conducted in Auckland, regardless of the location or geographic scale of the investigation. The consistent scope and methodology delivered through this template (and broader Framework) ensures different areas are comparable, recommendations are clear for AT to operationalise/implement, and key information or steps are not missed.

[Note – while presented in this Framework in portrait, all CPMPs should be prepared in landscape format, to better accommodate the high number of maps required.]

Page 0 – Front Cover:

4. <Name of location> <type of location (centre, residential / activity / station precinct)>

Comprehensive Parking Management Plan

<month, year>

Page 1 – table of contents and document approval and control table:

<Table of contents>

Document approval and control table

Date completed	Date endorsed by AT Parking Plus Programme Control Group	Date endorsed by AT Traffic Control Committee

Page 2 (onwards):

5.1 Introduction

Purpose of CPMP

The purpose should be a short statement about why there is a need for a CPMP for this centre.

Methodology

This section is a simple replication of the process diagram below, to show the development of the CPMP, including governance.

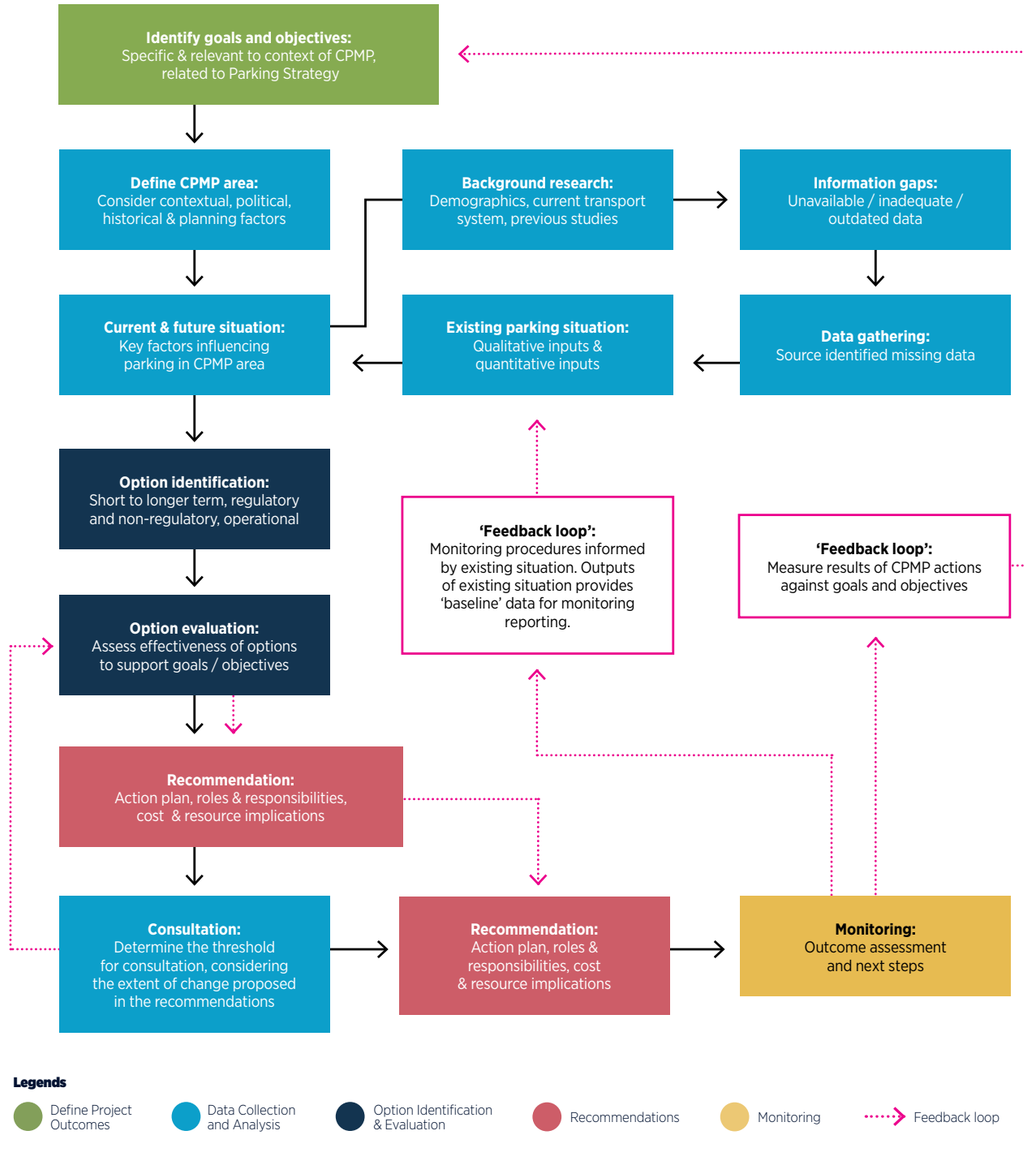


Figure 7 The parking rationalisation process

Principles

The principles should articulate the Auckland Parking Strategy Principles and the CPMP's 'contribution' to these principles. They should also then be given an 'emphasis' or 'focus' which relates to the needs of the specific area – an area may have a greater emphasis on some of the principles or be equally focussed on all principles. The table below provides an initial prompt for this task.

Auckland Parking Strategy parking principle	CPMP will contribute through:	Level of focus / emphasis for this CPMP

4.2 Existing situation

Location and scope

This section should start with a location map and accompanying descriptive text. The map needs to start as a simple base map (not aerial), which will be added to in following sections. The layers in this first map should include:

- Local Board boundaries (if applicable, given the map scale)
- Boundary of CPMP

Street typologies and modal priorities

This section should include a map of the *Roads and Streets Framework (RASF)* typologies and modal priorities within the CPMP area. On request to AT, this can be produced from the online *RASF* GIS viewer.

The preliminary Roads and Streets Framework assessment will assist with understanding the strategic importance of the streets within the area. The CPMP may trigger the need to undertake a manual *RASF* assessment, which should be completed before progressing to the identification of issues and opportunities.

The modal priorities for each street will identify the strategic importance of parking, and loading and servicing on streets within the CPMP area.

Land use

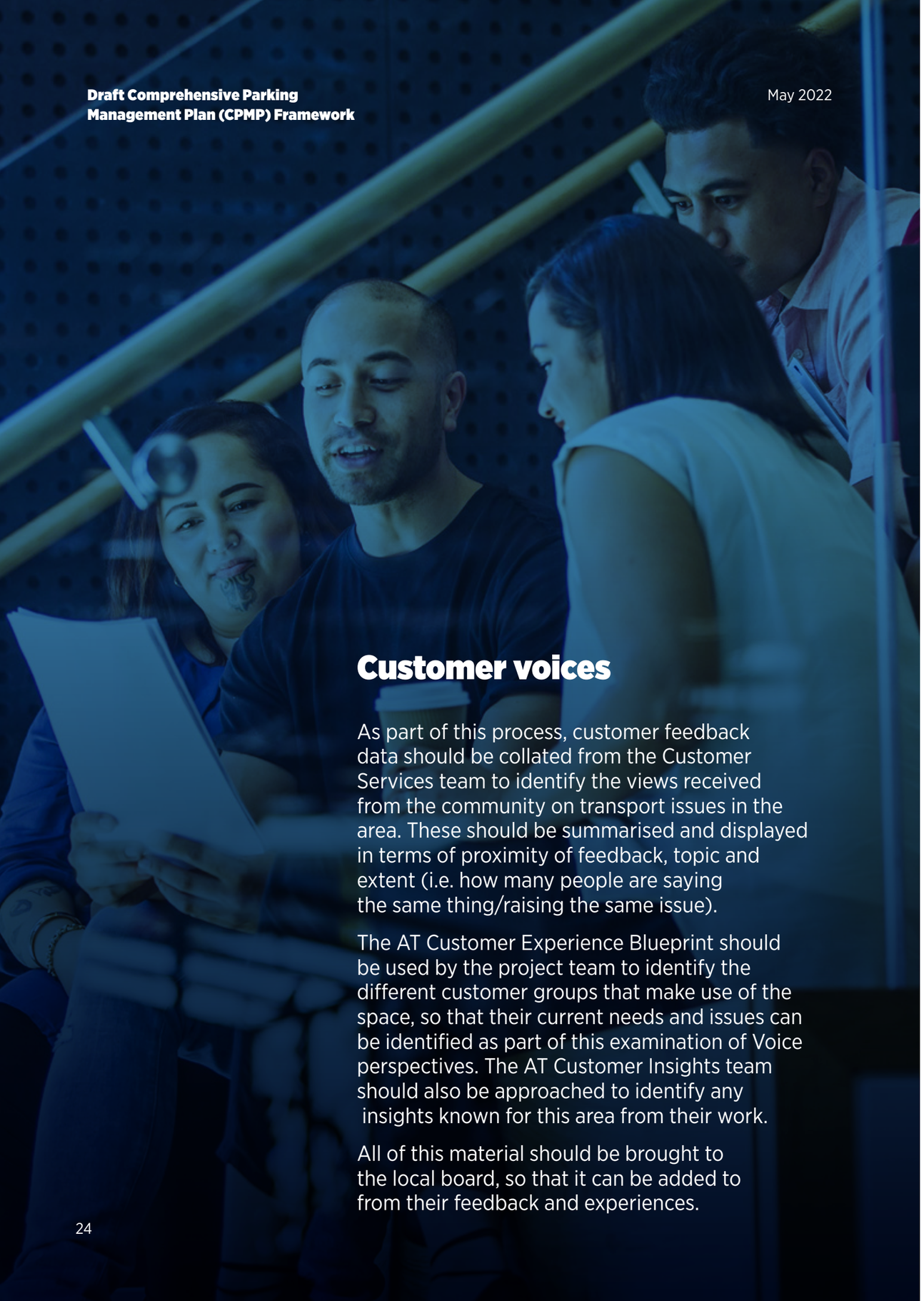
This section should detail the types of land uses present within the CPMP area. This includes the underlying zoning, but it is important to note individual land uses/sites that may have an impact on trip generation or demand for parking such as supermarkets, or schools etc.

As part of this section, the earlier map should be reproduced, but now featuring the current land use overlaid. Any key sites or land uses should be highlighted.

Population and demographics

This section provides details of the people who live, work and visit the area. Demographic data used should include a description of the current population and employment data within the study area. Past demographic trends for the area should also be examined. Schematic elements such as bar graphs, line graphs, and/or pie charts should also be included to clarify the narrative or enhance the presentation of data.

It is important to record car ownership levels (available from the NZ Census) to help build up the picture of car dependency and reliance on and demand for car parking. Other information, such as socio-economic and population age and health data may help to understand the local area.



Customer voices

As part of this process, customer feedback data should be collated from the Customer Services team to identify the views received from the community on transport issues in the area. These should be summarised and displayed in terms of proximity of feedback, topic and extent (i.e. how many people are saying the same thing/raising the same issue).

The AT Customer Experience Blueprint should be used by the project team to identify the different customer groups that make use of the space, so that their current needs and issues can be identified as part of this examination of Voice perspectives. The AT Customer Insights team should also be approached to identify any insights known for this area from their work.

All of this material should be brought to the local board, so that it can be added to from their feedback and experiences.

Transport

This section outlines the transport system within the CPMP area and connections to other nearby destinations by each transport mode: walking, cycling/micro-mobility,, public transport, general traffic and freight. It should focus on what is there now, including any recent (last five years) changes to the transport system in the area, which may still be having effects from its implementation (positive or negative, including on people and land use). This section should not refer to parking. The base map should, again, be reproduced, but with the current transport system overlaid. Use the *Future Connect* 'current network' for this, but note where any transport system elements are not in place (particularly for cycling).

This section should also show historic crash data for this area, outlining in particular any deaths or serious injuries. This analysis should focus on whether the current parking environment is generating any safety issues, such as crashes involving parked cars, or where parked cars obstructed sight lines.

Existing travel patterns and transport characteristics should be analysed to understand how people currently travel in and out of the area. This includes journey to work and education trips into, and out of, the area. This information can be found using data from the NZ Census.

This section should include any issues or opportunities present related to transport which are relevant to parking in particular. For example, good access by public transport, walking or cycling might reduce the reliance on parking.

This section should make use of any relevant transport studies, for example the *Rapid Transit Network Station Access Study*.

Parking

This section should outline the existing parking situation in the subject area. This should include all AT and Auckland Council provided off-street parking and all kerbside space allocation. Use the AT Parking GIS map to generate this, so that it shows all types of on-street use. The parking management tier, as outlined in the *Auckland Parking Strategy*, should be noted as this will influence the scope and type of potential parking interventions.

In the text outline the full extent of the on-street and public off-street supply across all types, in table format. The assessment of existing parking should include any parking for other modes such as:

- Loading zones
- Bus stops/layovers
- Cycle/micro-mobility parking.

The quantity of parking spaces, and any time restrictions or pricing information should be checked against the AT GIS information and recorded. The location of any mobility parking zones should be recorded, along with any time restrictions that apply to these.

Private car parking can also have a major influence on the overall parking ecosystem within an area (e.g. Westfield Newmarket). Note any standalone private carparks available for public use, and any other major car parking facilities, such as shopping centres. If further details of private car parking (quantity, price, time restrictions) can be found, then they should be included.

Walking routes between significant areas of parking (on and off-street) and key attractors should be identified, including desire lines, to help assess if there are safe and convenient connections within the CPMP area.

Parking continued

This section should also show data on utilisation and duration of stay for the parking/kerbside space (check if AT Parking Design has data, otherwise a survey will need to be commissioned). Comparisons to any past data should be made, to identify trends. The data for parking utilisation and duration of stay should include the following:

- Brief description of methodology - Typically surveys will need to cover at least two weekdays and one weekend day, and a time period of at least 7am to 8pm. Parking occupancy should be recorded at intervals that reflect any existing restrictions (e.g. hourly for P60 areas). In areas where parking demand is highly temporal (e.g. schools), then the survey methodology should provide enough detail to understand the impacts of demand in these periods. Ideally, the area should be split into zones to understand the localised demand.
- Description of data collection methods used.
- Survey dates and times – this information can be presented in a table.
- Surveyed locations – if relevant, a description and map should be included to show where the surveys were undertaken.
- Results and analysis - a description of the survey results and potential issues should be included. It is useful to incorporate visual aids such as graphs and maps to clearly depict the percentage of parking that is occupied and parking profile over a day. A holistic view of the parking situation is necessary here – so parking across all times and all days is important. Any information about different trends across a year should be added, though a typical time period should be used for the survey. Anything which would have affected the results during the survey period should be noted and results amended if possible, to reflect. If there are activities or land uses that are clearly creating a high demand for parking, these should be noted.
- Conclusions.

Note that parking survey data may be able to be incorporated into AT's parking monitoring database, please contact AT to discuss whether AT's systems enable this.

This section should list out any issues or opportunities present related to parking/ kerbside space allocation.

Existing issues and opportunities summary

This section should be a simple map and linked table showing/listing the previously identified issues and opportunities.

Location / aspect	Issue / Opportunity	
1:		
2:		
3:		

4.3 Future plans

Street typologies and modal priorities

This section should provide a map of the future street typologies within the CPMP area, and identify any changes to the street typologies and modal priorities from the existing situation.

Land use

This section outlines the future land use zoning and plans (if any exist) for the subject area. This section should reference anything in the *Unitary Plan*, the *Auckland Plan Future Development Strategy*, relevant Centre Plan or Area Plan and Local Board Plan, as well as projects in the *Auckland Long Term Plan*. It should also refer to any plan by other organisations (such as Eke Panuku) which has aspirations for the area. It should note approved resource consents and any other work currently in planning, noting its lower level of future certainty.

The future timeframe should be 10 years from the date of investigation, or to the nearest 10-year milestone articulated in the key land use plans (which could be eight or nine years). The locations of any major land use changes should be shown as an overlay on the base map.

This section should list out any issues or opportunities related to the planned land use and which are relevant to the transport system, and parking in particular.

Population and Demographics

Data related to demographic and population trends should be shown. This can be extrapolations of Stats NZ Census data which assumes no change, which then shows additions based on the aforementioned land use changes expressed in plans and the regional growth model. Schematic elements such as bar graphs, line graphs, and/or pie charts should also be included to clarify the narrative or enhance the presentation of data.

It should list out any issues or opportunities related to the future population changes which are relevant to the transport system, and parking in particular.

Transport

This section outlines the future transport system for the subject area. This should be completed with reference to:

- The integrated network plan – *Future Connect* (showing the strategic network, the deficiencies and the focus areas for this area, including safety and environment)
- The movement and place framework – *Roads and Streets Framework* (showing the assessed movement, place and modal priorities for the area)
- The investment plan – *Auckland Regional Land Transport Plan* (listing any projects either in the area, or adjacent to the area which will directly and/or substantially affect transport and travel to/through the area)
- Any sub-plans or strategies (e.g. *Regional Public Transport Plan*) which articulate proposals for this area.

This section should focus on what is in these approved plans, rather than broader aspirations or policy shifts, as broader ambition will be accounted for in the option development. Importantly, look across AT for any planned road space-affecting projects or safety projects, large or small. This section should identify any issues or opportunities related to the planned transport system and network changes and, in particular, the parking system.

This section should include a map showing the future strategic network and highlighting any *RLTP* projects.

As this section will inform the change options (Section 4.4), it should acknowledge the potential safety outcomes of planned interventions, including:

- On-street car parking implications for safety
- Removal of on-street car parking to enable cycling/micro-mobility can provide a safer network for people on bikes
- Conversely, in some situations car parking removal, with decreased side-friction, can lead to increased driving speeds
- Provision of car parking can have implications for visibility, which can be good or bad and are determined on a site-specific basis
- Public transport is inherently a safe transport mode (fewer individual agents (drivers) with opportunity for mistakes).

Parking

This section should articulate any changes to the parking system that are planned or likely, as a result of the changes to the land use, people and transport factors. This should assume that AT makes only the changes resulting from those changes, rather than the more significant interventions possible as a result of this CPMP. For example, should bus frequency be significantly increased in this area, longer bus stops may be needed, resulting in the reduction of parking spaces. Or a new development could be planned, meaning construction will reduce parking spaces for a period of time and driveway access will be added, reducing parking spaces.

This should be a simple map, highlighting any known areas or issues.

Future issues and opportunities summary

- This section should be a map and linked table showing/listing the previously identified issues and opportunities.

Location	Future issues and oppportunities	
1:		
2:		
3:		

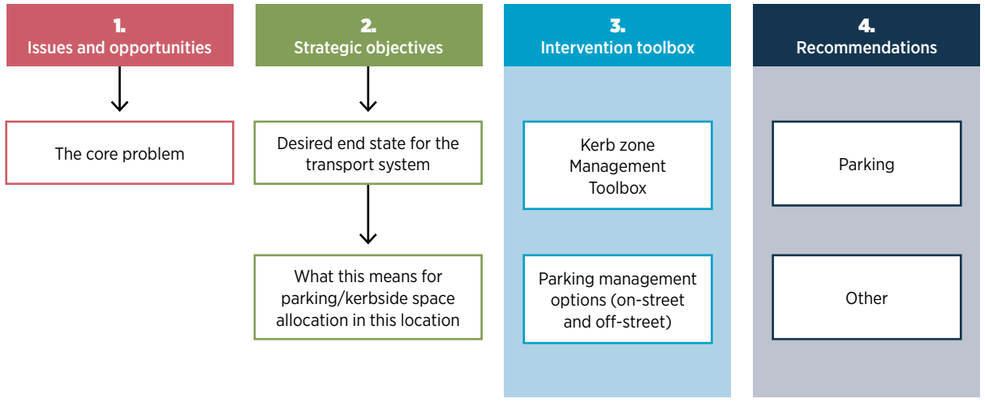
4.4 Change options

This section is where potential interventions are selected, explained and assessed for their alignment with strategy, customer outcomes and operational needs (including likely benefits and implications). The interventions should reflect the purpose of the CPMP and the agreed vision that has been developed.

The starting point for identifying interventions is articulating the core problem for the location. This should be developed based on the issues and opportunities identified earlier through the assessment of the existing and future situation.

The next step is to develop the strategic outcomes for the CPMP area. These should align with the parking principles (and any other objectives for the area, e.g. Area Plans, Local Board Plans) and outline the desired end-state for the area. The role of parking and parking management in achieving the outcomes should be assessed and documented here. Mode shift to align with strategic objectives.

The interventions should be identified based on how effective they will be to achieving strategic goals, how appropriate they are for this specific context, and how they will align with other land use and transport changes. Recommendations for other transport interventions (e.g.. new pedestrian crossings) should also form part of the outcomes. The process of developing and assessing the interventions is as follows:



4.4 Change options continued

The list of potential interventions is outlined in Appendix B. They are categorised into two types: those which are from the *Kerb zone Management Toolbox*, developed through the *Kerb Zone Management Framework*, and the *Parking Management toolbox*, which covers the interventions available for the management of parking. The chosen options should be reproduced in a table in this section. The table should be followed by a summary of the interventions, their benefits and impacts. The interventions should be location specific, however, some may be applicable to the entire CPMP area.

The selected interventions (either individually, or together as a combination) should explain how they will address the core issues and contribute to the desired outcomes. Selected interventions should be complementary, with conflicting approaches avoided. The cumulative benefits and impacts should also be articulated.

The assessment will identify the preferred interventions to be taken forward. These interventions will be consulted with the relevant local board(s), and community to help shape the preferred proposal.

When articulating the effect and outcomes of potential interventions, give consideration to the full range of possible change potential. These include:

- Emissions impacts – how will the recommended changes contribute to the necessary reduction in emissions for the region?
- Accessibility impacts – will this contribute to, or detract from, a transport system able to be used by people with accessible needs?
- Travel impacts – what change will it have on travel to and through this location? How will it more broadly change behaviour?
- Customer experience – to what extent these changes will improve (or impact) the customer experience, including across all transport modes?
- Economic development impacts – are there likely to be changes in employment and business activity in this location/area?
- Land costs – what is the value of land devoted to parking facilities which could be unlocked for reinvestment, or the price of land required for acquisition for parking and the impact that may have on the revenue needs of the site?
- Construction, operation and maintenance costs – how will project construction expenses and ongoing costs be offset by any revenue generated by the intervention?
- Implementation – ease (and possible speed) of implementation.
- Revenues – what revenue impact will be seen due to the changes?
- Spill over impacts – what impact could this set of changes have to surrounding areas?
- Fairness and equality – changes in unjustified subsidies (user pays principle), and impact on people who are physically, economically or socially disadvantaged.

In particular, a 'local business impact and mitigation' analysis should be prepared, to consider the impacts interventions could have on local businesses, and any actions which need to be incorporated into the CPMP to mitigate these.

4.4 Change options continued

The assumed timeline for intervention should be set as within 12 months of completion of the CPMP. If there are timelines that need to be met (such as aligning with a major land use change or key transport intervention) then this should be highlighted to ensure the criticality of this timeline is communicated.

Desired outcome	Contribution of car parking to this outcome

Intervention	Details	Location

Overall changes	Overall benefits	Overall implications	Mitigation for implications

4.5 Public engagement

The scope and nature of public engagement is dependent on the scale of change proposed. Public engagement could range from informing the community about the CPMP proposals, to more in-depth consultation with stakeholders and potentially impacted parts of the community. Public engagement will be consistent with the public engagement policy in the *Auckland Parking Strategy*.

Public and stakeholder feedback on the CPMP proposals will help capture any outstanding information about the local areas that were not adequately addressed in the draft CPMP. Listening to community concerns and gathering input into the development of the CPMP will help provide a stronger mandate for any changes proposed once the CPMP is operationalised/implemented.

4.6 Recommendations, implementation and next steps

This short section sets out:

- the final recommended set of interventions,
- a programme for implementation including cost estimates for the different interventions,
- any staging requirements including actions that need to occur in parallel, and
- the process that will be followed by AT Parking (and others) to implement the changes.

This section should also identify any triggers which would prompt a revision of this CPMP, such as strategic changes to local plans, or significant transport or land use changes that would impact on the area.

Appendix B – Intervention toolboxes

Below are the full intervention toolboxes, split into the Kerb Zone Management Framework intervention toolbox and the Parking Management intervention toolbox. A selection of these are used in the CPMP as the chosen interventions for the subject area.

Intervention	Details	Prerequisite	Effect/outcome
Kerb zone management toolbox			
Greening the street	Green infrastructure uses the natural ecosystem functions to provide benefit, including a reduction in the heat island effect, and treatment of stormwater runoff.	n/a	Provides shade, UV protection, enhances visual amenity and encourages people to walk longer distances. Also improves water quality, biodiversity and sequesters carbon.
Loading zone management	Loading zones provide space at the kerb to facilitate deliveries.	Areas of significant loading zone demand.	Reduces illegal parking and reduces conflict with other road users. Increases customers' chances of finding a space.
Raised loading zones	Raised loading zones are level with the footpath to allow for flexible usage depending on demand.	Footpath space is sufficient to meet pedestrian demand without use of the loading zone as essential space	Provides more loading space in areas with constrained parking while providing more walking space in other times.
Mobility hubs	Shared mobility hubs are dedicated areas for the storing of shared transport modes, such as bikes, scooters and cars. They can be located near key transport routes to support the uptake of sustainable transport.	n/a	Reduces footpath clutter, supports travel choice and provides first/last leg connections to public transport.
Bicycle and scooter parking	Bicycle and scooter parking can be located on the carriageway side, or the footpath side of kerb. Where footpath space is constrained, on-street car parking may be reallocated to accommodate bikes and scooters.	Adjacent to key destinations and/or the strategic cycle and micro-mobility (CAM) network	Supports the uptake of active modes, and encourages more efficient use of street space.

Intervention	Details	Prerequisite	Effect/outcome
Kerb zone management toolbox continued			
Parklets and placemaking	Parklets are small public spaces created by reallocating on-street car parking to other uses. They often consist of a raised floor to create a flush footpath/parklet surface.	In locations which encourage lingering.	Creates additional space for people and reduces congestion on footpaths. Improves public realm and provides for site-specific enhancements such as micro-mobility parking and seating.
Outdoor dining	Outdoor dining may involve reallocation of on-street parking to provide space for tables and seating.	Existing café/restaurant (preferably in a consistent cluster).	Adds vibrancy to street, creates opportunities to establish more greenery and provides opportunities for local businesses.
Pick-up/drop-off zones	Pick-up/drop-off zones (PUDO) are dedicated on-street car parking areas that allow for taxis, ride-share and the general public to use kerb space.	Adjacent to destination with high level of activity, preferably across the day.	Improves safety through allocation of space and reduction of illegal parking, reduces traffic on streets with high pedestrian volumes, and provides certainty to passengers and drivers of pick-up location.
Widened footpaths	The reallocation of on-street car parking can involve kerb extensions or kerb buildouts at intersections to reduce crossing widths.	High and growing pedestrian volumes and part of the Primary Strategic Transport Network for walking.	Encourages shift to sustainable transport, improves health and wellbeing, and improves community bonds.
Repurposing parking lanes to install modal priority space	Turning parking lanes into bus lanes, T2/T3 lanes, freight lanes or cycleways to increase people/goods throughput and reflect a street's modal priorities.	Must align to the modal priorities for the street as articulated in Future Connect.	Increased people/goods throughput, space for sustainable modes and optimised network.
Waste storage	On-street car parking can be reallocated to waste and recycling space for pick-up. Shared bins can centralise rubbish and recycling into one space.	Collection of on-street retail without rear rubbish collection option.	Improves walking environment and accessibility by relocating bins and bags from narrow footpaths, and removes unsightly and smelly rubbish from street.

Appendix B – Intervention toolboxes continued

Intervention	Details	Prerequisite	Effect/outcome
Parking management toolbox			
Time restricted parking	Placing a time restriction to formalise duration of stay.	n/a	Will force a shorter duration of stay, allowing greater turnover for the available spaces.
Paid parking	Place a cost on users for use of space.	n/a	Will also force a shorter duration of stay and helps to recognise part of the cost and value of the space.
Paid and time restricted parking	Place a cost and time limit on users.	n/a	Forces adherence to a set duration of stay where the cost is not achieving needed turnover.
Other kerbside space allocation (mobility parks, bus stops, loading zones, rideshare zones, car share, permitted parking, etc)	Reallocate space to other stationary vehicle purposes.	Generally not on the Strategic Transport Network	Will reduce parking supply for general purposes and broadens the use of kerbside space
Parking removal	Reduce the parking supply in an area.	Other kerbside space allocation needs should be identified. This can include repurposing of space for travel purposes (general traffic or mode specific).	Reduces the supply and forces use of private supply or changes to travel behaviour.
Parking consolidation – from off-street to on-street or from on-street to off-street	Create new off-street parking, enabling removal of on-street parking, or vice versa.	n/a	Will affect travel patterns in the local area. Consolidation to an off-street facility can reduce traffic movement in a high street, while consolidation to on-street can reduce localised movement around the previous off-street facility.
Shared private parking	Flexible/shared use of off-street parking between private sites.	Adjacent land uses that have complimentary temporal demands share private parking space	Reduces the total parking supply, and minimises amount of space given over to surplus parking that could be used for more valuable uses.

Appendix C – CPMP Prioritisation

Prioritised locations

The following is the **indicative** prioritised programme for CPMPs across the Auckland region. Note that this priority list will change when opportunities or needs require a greater urgency for an area.

Priority	Type/activity	Rationale
1	Tier 3 parking management areas - City Centre, City Centre fringe and some Metro Centres	• Develops overall understanding to inform future initiatives (i.e. A4E). • Transformational shifts in parking supply will require a management and/or implementation plan which can be informed by the CPMP. • The City Centre generates spill-over on-street parking demand in fringe area. • Prior CPMPs in Metro Centres have revealed the context-dependency of parking issues, reinforcing the need for area-specific management. • Most Metro Centres are situated within residential areas, reinforcing the need to reduce potential spill-over demand.
2	Rapid Transit Station Park and Ride Some City Centre fringe areas Some Metro Centres	• Metro Centres will generate high numbers of trips, and will have a complex mix of demands on parking.
3	Rapid Transit Stations without park and ride Park and ride without Rapid Transit Network access Redevelopment areas Town Centres without Rapid Transit Network access Local centres, satellite centres and other small areas of parking demand	• The level of parking management anticipated for these areas is lower than in Tier 3 areas and therefore, the urgency is likely to be lower. • Areas identified for regeneration may experience significant increases in on-street car parking demand, exacerbating the need for effective car parking management. • High trip-generating facilities, such as a hospitals and stadiums, may necessitate stronger parking controls on the surrounding street network. • Significant residential intensification will result in increased trip movements. • New car parking development standards required by the NPS-UD may place greater demand on on-street car parking. • CPMPs may reduce spill-over effects from increased residential density. • Depending on how permissive development is, Town Centres are likely to experience significant growth in the coming decades, and their often limited off-street parking provision may shift demand to on-street parking.

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