

Tāmaki Makaurau Auckland's Parking Strategy

May 2023



Room to move



Making the most
of our kerbsides
and public parking
to keep our
region moving.





Ko Tangaroa
 This mahi toi represents Tangaroa, the guardian of the moana. Moana are the domain of waka—the first transportation of Tamaki Makaurau. The flowing pathways represent our connected and thriving city.

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INTRODUCTION

Why we need to manage parking

Auckland Transport's role is to keep Tāmaki Makaurau Auckland moving so people can access jobs, education, recreational activities, friends and whānau around the region. More and more people are calling Tāmaki Makaurau Auckland home and the transport network needs to adapt to cope with growing demand. We need to:

- Build a connected city across all types of transport – cars, trucks, public transport, walking, cycling and micro-mobility;
- Support our growing population;
- Use valuable public space wisely and dynamically, to increase productivity;
- Reduce congestion and travel disruption;
- Make travel safer;

- Support businesses and people's access needs;
- Reduce the carbon emissions and other health and environmental impacts produced by the transport system; and
- Build a more equitable transport system.

Parking is a key part of the transport system, supporting and enabling access. Parking provision and management also have implications for land use and for influencing travel behaviour.

Like any resource, parking needs to be carefully managed, so that we maximise its value, uses, availability to different types of users and benefits, while minimising and mitigating its negative implications and outcomes.

The role of this strategy

To ensure that parking is managed in the right way, for the benefit of all Aucklanders, and the region itself, we have developed Room to Move: Tāmaki Makaurau Auckland's Parking Strategy 2023 (the Strategy), to replace the 2015 *AT Parking Strategy*.

The Strategy sets a clear direction for the future management of public parking across the region by setting out principles which will guide parking delivery and management, supported by policies which detail specific approaches which will be followed for different parking types, uses and users.

The Strategy is focussed in key locations, where travel demand is highest and supply of space is lowest; key roads and key centres, where there are many public transport options. In these locations (which make up only a small amount of Tāmaki Makaurau Auckland's roads and streets) we will be proactively managing parking to deliver better and fairer outcomes for everyone who travels, creating more dynamic spaces and increased productivity. These changes will be made in conjunction with local boards, local businesses and local communities. Other minor changes in most of the region will only occur when safety issues are identified, or where local communities request intervention.

The Strategy promotes more dynamic use of roads and streets, so that road space may be used in different ways at different times of day, depending

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



The Strategy recognises that not all of Auckland is ready for major changes in the way that parking is managed, and so targets interventions in the key roads and key centres where change is most urgent.



Overall, this Strategy will ensure that Aucklanders know what the parking system is evolving to, how it will be linked to their community needs, how it will focus on areas of greatest need, and how it will contribute to a better transport system.

We have listened to Aucklanders

Aucklanders have told us their views on the draft version of the Strategy. Where there was support, we have retained that element. Where there was not support, it has been removed, revised or reshaped.

We have taken guidance from Auckland Council. Auckland Council provides AT with a 'Letter of Expectation', setting our strategic direction for the next year. The guidance from this, and meetings with the Mayor and councillors, have also shaped the final Strategy.

There were 944 submissions received on the draft Strategy, made up of feedback from members of the public, advocacy groups, business associations and local boards. This was then complemented with a series of focus group sessions to ensure that we received views from a statistically accurate representation of Aucklanders, to mitigate the impact from the public consultation process not necessarily producing a result that represents the full community.

Aucklanders told us

Aucklanders, both through community groups and individually, have given us many views on parking management. You have told us that parking is important, with some strong views that there should be more of it to enable access, and strong views that there should be less parking, to align with emission reduction targets. On key points:

- overall, there is support for the Strategy's principles of parking management;
- there is strong support (around two-thirds) for repurposing parking lanes to vehicle movement lanes to keep Auckland moving;
- there was less support for turning parking lanes into other uses like landscaping, wider footpaths or café dining;
- the Tiers of parking management received support as a way to help differentiate and prioritise community parking needs. People were also supportive of developing parking management plans in conjunction with local communities;
- we heard that people are opposed to widespread pricing of park and ride, mostly based on the concern that it could impact public transport use;
- many Aucklanders were opposed to selling off parking buildings/sites for other uses;
- there was majority support for a majority of the policies – 18 out of 25 received majority support.

Local boards told us

Local boards told us that our communities are diverse, and that we need to customise parking management to suit different places. Development in each community is different, as are access and public transport options. Some parts of the region are more reliant on cars (and therefore parking) than other parts. We also heard concern from local boards about new planning provisions, which mean that in future houses can be built without off-street parking. Elected representatives are aware of the pressures that this is likely to bring to on-street parking and the impacts on communities if more parking management is not implemented before new residents become dependent on on-street parking.

Māori (mana whenua and mātāwaka) told us

We held Hui with the Mana Whenua of Tāmaki Makaurau Auckland to understand more about issues for Māori. We learned that:

- access and parking availability affects most people and is viewed as a kaitiakitanga issue;
- although parking enables access, it also causes air quality concerns (in relation to private vehicle use) – issues covered in *Te-Tāruke-ā-Tāwhiri Auckland's Climate Plan*;
- parking is important to enable access to necessities such as education, healthcare, employment, shopping and social services;
- some parts of the community are more reliant than others on their cars for access, particularly if there is less public transport availability. There are other barriers to public transport, such as cost and network coverage;
- there were concerns about the potential for parking management to reduce access – particularly for those less-abled Kaumātua and kuia, to the whenua, moana and wāhi tapu;

- parking infringements can add to other car ownership costs and create a cycle of debt;
- many Māori are having to deal with compounding pressure at the moment - the pandemic and associated economic impacts. Parking management shouldn't adversely impact people and access to places even more.

To try and more broadly understand transport, access and system issues for urban Māori, we spoke to mātāwaka organisations (mātāwaka are Māori who live in Tāmaki Makaurau Auckland but are not mana whenua). This gave further insight into issues for Māori organisations: Māori typically have a different set-up and delivery model for healthcare and for access to healthcare, this means that they may use public transport and parking differently. Urban marae are facing similar development pressures to other land uses, with a need to develop for their communities. This is resulting in a loss of onsite parking. Marae users are noticing adjacent land use intensification is putting pressure on on-street parking.

We have also heard that public transport options don't always extend to employment areas or align with shift work, which is an issue for people who rely on parking to get to their place of employment.

Key stakeholders told us

Key stakeholders told us that they want support and commitment from AT to help deliver on strategic and policy direction, particularly around climate actions, supporting growth and maintaining/improving access.

Te taura here

This mahi toi binds AT's waka to the whenua of Tāmaki Makaurau. It is a reference to the whakatauki "Tāmaki herenga waka, Tāmaki herenga tangata" which speaks to the many people of Auckland.

What we have changed in response

Based on feedback from Aucklanders, we have:

- Changed the strategic transport network parking lane repurposing policy to:
 - focus on more dynamic space, changing through the day;
 - undertake a business impact analysis for any changes and develop mitigations (including relocating parking to side streets);
 - provide a clear definition of the circumstances where changes wouldn't happen;
- Amended Tier 2 and Tier 3 areas to better reflect current conditions and removed areas which do not yet meet the criteria to be in these tiers;
- Signalled less significant change to parking in key centres, including a slower transition of long-stay to short-stay parking, and a slower repurposing of off-street parking space;
- Amended to the local parking management plan process to ensure:
 - local boards are engaged from the start;
 - local attributes and needs are included as part of the design;
 - AT will seek local board endorsement of any proposed change;
 - greater consideration of equity needs as part of price setting;
- Removed the proposal to charge all park and ride users, to instead:
 - charge users who park and don't ride;
 - introduce a premium pre-booked selection of spaces (starting at 5-10%) to enable people to use park and rides during the day, not just commuter morning peak;
- Changed policy wording to provide better clarity and align the Strategy to latest Council direction.

The structure of this document

The Strategy is structured in three parts:

Part 1 THE WHY

outlines why we need to manage parking, and how managing parking contributes to a better transport system for Aucklanders

Part 2 THE WHAT

outlines what approach is being used and what outcome is being sought from managing the parking system

Part 3 THE HOW

sets out how we will achieve the desired outcomes, through the detailed policies for each situation, vehicle and user

Part 1

THE WHY

Why the parking system needs to be managed, as part of the overall transport system

Challenges facing Aucklanders and our transport system

Our roads and streets are some of the most valuable public spaces we have. We use them every day and they play an important role in our lives, particularly in how we get around Tāmaki Makaurau Auckland and how attractive and enjoyable our local neighbourhoods and centres are.

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 maximises productivity and creates a dynamic transport system that meets the needs of all Aucklanders.



We have a number of key challenges facing our roads and streets:

- There are developments happening all over Auckland which do not provide sufficient car parking to meet their needs, meaning it spills out over the surrounding streets, reducing space for other users, causing frustration and affecting access.
- The Government has removed parking requirements for all developments, meaning that more buildings will be constructed without enough (or any) parking, creating further problems for the community around those areas, and their visitors.
- Our main roads are not going to get any wider, but are under increasing pressure, and need to be kept flowing, so that Aucklanders can get where they need to go, and the economy can function.
- We need to enable more people to easily travel by public transport and active modes, to take pressure off the transport system. Everyone should have an easy journey, no matter how they travel, but right now that isn't the case for everyone.
- We also have serious safety issues on the network – too many Aucklanders are dying or being seriously injured on the road network, and this needs to stop.
- The climate emergency means that we need to decarbonise our society so that future generations can enjoy healthy lives. Car driving is a significant part of our carbon emissions, so we need to improve the alternatives that do not contribute to climate change.
- The transport system does not equally distribute its benefits and impacts on all people. Some people have lots of transport choices and an easy journey to many places, while others struggle or experience a difficult journey. One-third of our population does not have a drivers licence. We need to have a transport system that works for everyone.

These various challenges are not easy to solve, but we must do what we can to make the system work now and into the future. There are many major projects planned or underway to help deal with some of these challenges, but they can't work alone. Parking has a key role to play.



Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan also sets the critical goal of halving Auckland's greenhouse gas emissions by 2030 to mitigate some of the worst effects of climate change.

This dramatic reduction in emissions is particularly important for transport, which accounts for over 40% of Auckland's emissions.



How parking contributes to our transport system and community

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

- facilitating easy access to work, education, healthcare, recreational, and social opportunities
- supporting access to town centres and other retail areas
- providing 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 public transport.

While parking contributes to these beneficial outcomes, it can also lead to negative outcomes if it is not properly managed. Parking space is finite, and demand may exceed supply, so management is essential if everyone is to have the opportunity to get their fair share.

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, parking being used for the right needs at the right time, and preventing developers passing on the costs of parking to ratepayers.

Better use of space

For too long, many roads have had a static allocation of space – a lane is always for traffic or always for parking. Instead, as our core roads come under increasing pressure, we need to create a dynamic road space environment, where lanes are used for different purposes at different times. Instead of permanent parking lanes, kerbside lanes can be made into bus lanes, transit lanes (T2/T3), freight lanes, traffic lanes, loading zones or cycleways. These can be part-time or full-time depending on the needs of the road and its users. Adopting this more dynamic approach:

- 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, tradespeople and emergency services;
- can reduce travel times and improve travel time reliability;
- means the road performs the right role at the right time, maximising productivity and access for everyone.

We also need to diversify the types of parking we provide on roads, as some user types require their own dedicated spaces. These include mobility spaces, loading zones, and motorcycle, bicycle and micro-mobility spaces.

Creating these dedicated spaces has a number of benefits, including:

- making it easier for truck drivers and couriers to pick up and deliver goods, supporting businesses;
- improving access for people with accessible needs and making a more equitable transport system; and
- providing parking space for space-efficient and more environmentally friendly transport modes such as bicycles, motorcycles and e-scooters, and preventing them cluttering footpaths.

There are also some instances where kerbside lanes can be converted to other purposes, including:

- more gardens, trees and green spaces;
- wider footpaths;
- more public spaces with street furniture, providing places for people to socialise, rest and enjoy Tāmaki Makaurau Auckland's natural and/or built environment;
- more outdoor retail space, such as markets and outdoor dining.

The spaces where this occurs must be carefully planned, as they cannot be quickly changed through the day.

High Street



Increased parking turnover

Introducing time-limited parking or paid parking can help to ensure there will always be some parking spaces available by reducing the chances that people will park all day. Instead, they will only park for the time they need to conduct their business, visit their friend, shop etc. That means the space can be used for other people at other times. The outcome is that more people can access an area, businesses get more customers and people can have more visitors.

It is important to get the time limits and prices right, so there are a range and they align with the types of activities. For instance, if the shops are all takeaway shops and dairies then there need only be short-stay parking (like 20 minutes), while cafes and restaurant areas may need more like 1-2 hours of parking.

Parking being used for the right needs at the right time

We cannot have a static parking system where spaces are used for one purpose at all times. Different uses are needed at different times and on different days.

On a single street there may be a range of needs. The car parks in that street may need to be (for example):

- 20 minute time-limited during the day to suit a street with dairies and takeaway shops;
- then two hours time-limited at night when the same street's restaurants open and the dairies close;
- a bus lane during the morning peak until 9am;
- some loading zones in the early morning;
- while on weekends it may need to be more all-day parking as there isn't much travel and demand on the road.

This means we need to be able to adjust the settings of the parking spaces to meet these different needs, via good management.

Prevents developers passing on the costs of parking to ratepayers

The Government has removed all parking requirements for all developments, via the *National Policy Statement on Urban Development 2020*. We already see developments happening in suburbs around Auckland without enough parking to meet their needs, which means this demand spills out onto surrounding streets, reducing available spaces for others to use. With this change from Government, we could see even more parking issues in suburbs across Auckland. We need to manage parking so that we signal to developers that they can't simply pass on the costs of parking to ratepayers by not providing enough and expecting surrounding streets to deal with the effects.

Importantly, people considering buying a house or renting a property will need to think carefully about their parking needs, especially in locations with competing needs for the road space. AT's considerations for managing on-street parking in these areas include:

- public transport access
- land use
- whether it is on the Strategic Transport Network

On-street parking may not be available for permanent private vehicle storage.



Roads and streets are public spaces and we need a dynamic system that promotes access and productivity. This means that the parking spaces need to be used by as many people as possible and will need to change at different times of day. People can't rely on street parking for long term storage of their cars.



Parking – It's a complex system!



There are different parking places, and different management options available for public parking.

	On street	Off-street	Park and ride
Unregulated	✓	✓	✓
Time restricted	✓	✓	✓
Priced	✓	✓	✓



Part 2

THE WHAT

What we intend to do to manage parking to help achieve a better transport system

Principles of Parking Management

The following principles guide how public parking in Auckland will be managed over the coming years, as endorsed by Auckland Council and Auckland Transport. **Part 3 – the How** turns these principles into policies around each aspect of parking.

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'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:
 - enables kerbside space to be utilised for the most beneficial activities, as indicated in Principle III below
 - contributes to a better transport and land use system and supports Council's land use aspirations
 - supports transport emission reduction plans.
- 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 overall movement of people and goods (e.g. allocate space for public transport, cycle and micro-mobility, walking, freight, transit lanes and general traffic in accordance with the Strategic Transport Network)
 4. Specialty parking, such as mobility parking, loading zones, car share parking, cycle and micro-mobility parking, motorcycle/moped parking or low emission vehicle parking, or public space improvements
 5. All other general vehicle parking.

Note that the way that kerbside space is allocated is context-sensitive and needs to reflect the needs of the local area. 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. On the Strategic Transport Network, the important movement needs for people and goods will be prioritised over permanent space allocated to vehicle parking (except in exceptional circumstances*). A flexible approach will be adopted, to ensure that the right mix of space is allocated for the right purpose at the right time, and this will change at different times of day and on different days. Therefore, where and when space is not required to achieve our level of service targets for strategic modes or other key objectives, then the provision of parking can be enabled.
- V. Principles I-IV need to be applied in a way that is consistent with Principles VI-XIII that follow.

*exceptional circumstances are defined with the **Parking management on the Strategic Transport Network policy**.

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

- VI. Tāmaki Makaurau Auckland is a large and diverse region, with varying levels of public transport access 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 public transport access and denser land use activities) parking will be managed proactively and in a way that prioritises/encourages travel by a range of modes. 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 sustainable modes for commuting while still supporting short-stay parking.
- IX. In areas with lower access to public transport 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 public transport and active modes networks improve, and land uses change (e.g. land use intensifies in an area). The 'access indicators' (readiness for change) will be refined over time, as better information becomes available.

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 communities' 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 repurposing 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 repurposing.

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.

Parking Management will be tailored to individual areas

Communities of Tāmaki Makaurau Auckland have different access needs and opportunities in different parts of the region. Consequently, the approach this Strategy adopts is based on 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.

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

This readiness analysis is a starting point for detailed parking management planning, not the end point. It is a broad guide, but won't replace the local context-focussed planning work.

'Readiness for change' is an assessment of how ready/in need an area is for parking management. It uses an area's land use and transport access characteristics. 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 a range of transport modes; not just cars, but public transport, 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 (by using certain land use zones as contained in the *Auckland Unitary Plan*) and its access to public transport at the time of writing the strategy (mid-2023). Tier 3 areas (those with denser land use and good access to public transport), will have a higher readiness for change and therefore more significant parking management changes. Most of Auckland will be in Tier 1 and will not have any proactive parking management, unless requested by the local board/community, or if a safety issue is identified.

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**.

Tier 3

High Readiness for Change

City Centre or metro centre
(within 45 min public transport from City Centre)

+

Rapid transit station

parking will be managed proactively and in a way that encourages travel by all modes, so everyone has access.

Tier 2

Moderate Readiness for Change

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

+

Multiple frequent transit network routes

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

Tier 1

Low Readiness for Change

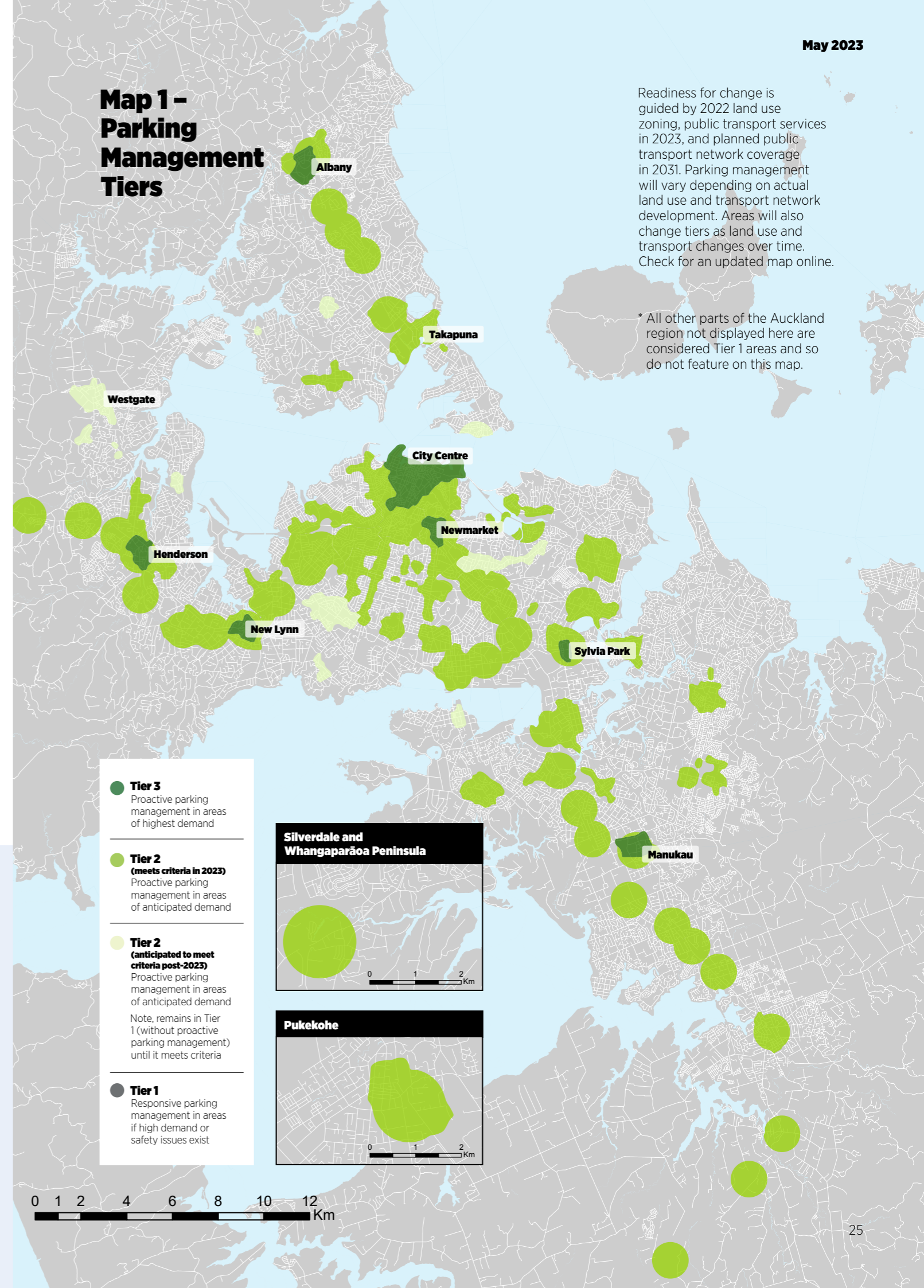
Mixed housing urban and below

+

Multiple connector or 1 frequent transit network route or less

manage parking responsively (i.e., respond to issues as they arise).

Map 1 - Parking Management Tiers



Readiness for change is guided by 2022 land use zoning, public transport services in 2023, and planned public transport network coverage 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. Check for an updated map online.

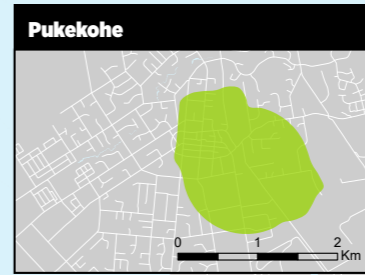
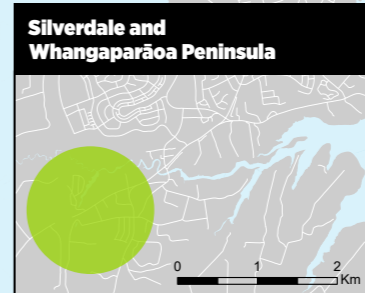
* All other parts of the Auckland region not displayed here are considered Tier 1 areas and so do not feature on this map.

- **Tier 3**
Proactive parking management in areas of highest demand

- **Tier 2 (meets criteria in 2023)**
Proactive parking management in areas of anticipated demand

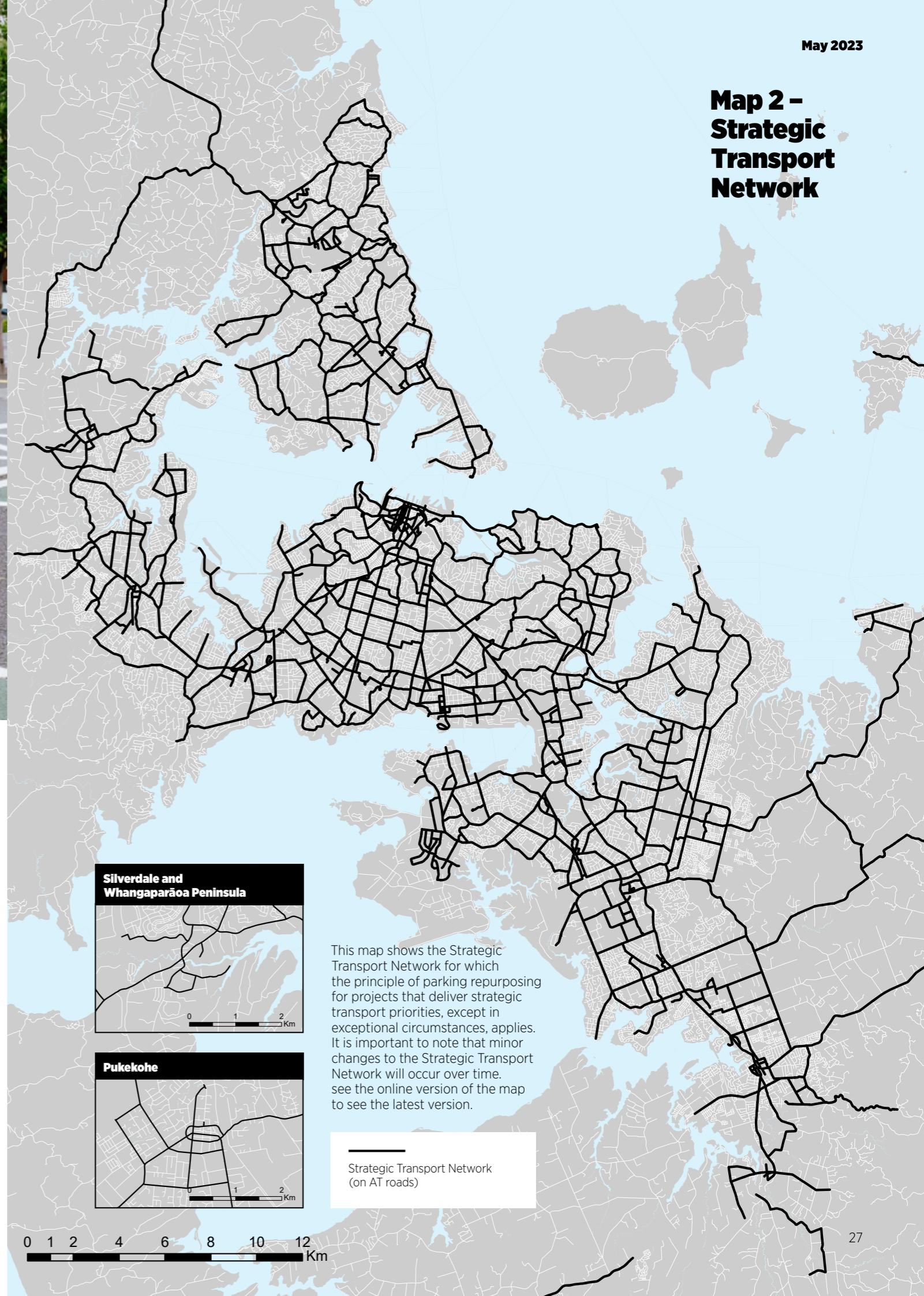
- **Tier 2 (anticipated to meet criteria post-2023)**
Proactive parking management in areas of anticipated demand
Note, remains in Tier 1 (without proactive parking management) until it meets criteria

- **Tier 1**
Responsive parking management in areas if high demand or safety issues exist





Map 2 – Strategic Transport Network



We need to treat the Strategic Transport Network dynamically

The Strategic Transport Network consists of the main transport routes across the region that connect people and provide access to goods and services throughout Tāmaki Makaurau Auckland. They are predominantly roads, but also include railway lines, busways, and off-road cycleways and paths. Together, they make up about 16% of Auckland's road length, but have a very important role.

These routes need to carry as many people and goods as possible in the space available and so we may need to change who uses them and how they are used at different times during the day, to maximise the ability to safely and efficiently move people and goods.

We need to be more dynamic in how we allocate road space, so that the critical needs are met, and allow flexibility to meet as many strategic needs as possible.

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.

Therefore, AT's approach to these roads is that they need to align with the **Parking Principles** and be dynamic areas that maximise productivity, but account for different uses and users across time.

The status quo is not an option, as we need to use these roads as efficiently and effectively as possible to get Aucklanders moving, and quickly deliver the projects that will get people moving faster.

This map shows the Strategic Transport Network for which the principle of parking repurposing for projects that deliver strategic transport priorities, except in exceptional circumstances, applies. It is important to note that minor changes to the Strategic Transport Network will occur over time. See the online version of the map to see the latest version.

Strategic Transport Network (on AT roads)

Part 3

THE HOW

How we will manage
the parking system, to get better
outcomes for Aucklanders



The parking policies to guide the system

These policies outline how the parking system will be planned, designed, implemented and operated to contribute to the delivery of the **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.

Consideration has been given to the hypothecation of parking revenue, or returning parking revenue to the area in which it was generated. However, due to this potentially having inequitable outcomes and being difficult to administrate, parking revenue will not be hypothecated, but used to offset the cost of the wider transport system.

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 with local board involvement and 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.

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

<p>Parking planning</p>	<p>Policy statement: AT will plan any large scale parking changes through the development of publicly consulted Comprehensive Parking Management Plans (CPMPs).</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • Where criteria for undertaking a CPMP are met, AT will plan parking management via the process set out in the <i>Comprehensive Parking Management Plan Framework</i>. CPMPs will be publicly consulted on, and AT will seek local board input and endorsement. • AT will plan any new on-street parking for greenfield areas using the Parking Principles, with a recognition that parking space may be regulated or repurposed as the area changes. Any developer-led greenfield parking planning should also comply with the Parking Principles. • Repurposing 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 impacts of carparking demand on road space. • Large scale is defined as changes to the supply and/or management of more than 10% of the public parking in any Tier 2 or 3 area.
<p>Parking design and delivery</p>	<p>Policy statement: Parking design and delivery will align with the Parking Principles, design standards and will be responsive to customer, operational and safety needs.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • 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) for approval, prior to implementation. • Delivery of parking changes that are consistent with a recently 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 <i>AT Transport Design Manual</i> and complies with the <i>Land Transport Act</i>.



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 stakeholder and public feedback where the opportunity exists for the public to influence the outcome.
- **Parking Principle XIII** will ensure Aucklanders understand how their feedback will be used and what parts of proposals are able to be influenced. This includes clearly stating whether changes are an inform only, if they are part of a safety requirement or Strategic Network route.
- 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
 - safety and visibility
 - the provision of mobility parking, taxi stands, and loading zones,
 - informing the community where parking is being managed/removed on defined narrow streets,
 - understanding community concern around implementation of any of the above, AT will explain why we have made the decision and why they are necessary under our safety and strategic goals,
 - consulting the community on the repurposing of parking space to other uses on the Strategic Transport Network. However, parking retention will only be considered as set out in **Parking Principle XIII**, which prioritises safety and movement of goods and vehicles, particularly on these routes, which are critical connections across Auckland that need to transport as many people and goods as possible, in the most efficient way,
 - 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 tell 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, to shape their form and nature, and consider feedback before a decision is made.



<p>Parking operation and enforcement</p>	<p>Policy statement: Parking will be managed to deliver the Parking Principles and broader strategic objectives, and will ensure the safe and effective operation of the parking system and transport system.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • Parking will be managed to deliver the principles and policies set out in this Strategy (within available resources). • The AT Parking group will proactively manage the parking system, focusing 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. • Demand-responsive pricing will remain a key tool for managing parking, but price setting will incorporate market value/rates, inflation, and other relevant factors, and will be updated regularly (generally annually). • 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 aim to manage the resources of the parking system to ensure that an appropriate level of oversight of its operation is provided for the region.
<p>Parking revenue reinvestment</p>	<p>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 a better transport future for Aucklanders.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • 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 Strategy and Parking Principles (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 and reduce AT's cost to Council and ratepayers.

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. AT will manage parking to ensure safety, maximise the movement of people and goods, while ensuring access needs are met.

However, we also recognise that there are differences across Auckland's transport network that mean different areas will need to have different parking outcomes and management. Consequently, we have designed the tiered system to ensure that more significant and proactive changes to parking management occur in areas where there is more competition for space and more travel need. These areas are also where Aucklanders are most able to adapt to change. At the other end of the scale, there are areas which cannot change and do not see much travel demand, so these locations will not see proactive 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 static uses (permanent parking, permanent general traffic lanes) to more dynamic movement functions (timed parking, transit lanes, dynamic lanes, etc) is an important shift needed on Auckland's Strategic Transport Network.

Further changes to public parking will come from diversifying the parking offering and looking at whether some space should be allocated to amenity/place purposes, like café seating, trees, etc. 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 all transport modes and travel needs.

Off-street parking facilities are a premium product as they often use valuable land, close to busy areas. We need to maximise turnover in these facilities, so short-stay parking is the priority (except at park and rides). This will support the local economy and increase access for more people.

Indicators of success

- Delivery of the dynamic, multi-modal Strategic Transport Network, increasing the safe and efficient movement 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 parking across the region.
- Parking management in Tier 2 and 3 areas contributes to a better transport system and supports the Council's land use aspirations.
- Continued strong use of off-street parking and park and ride facilities.
- Implementation of short-stay pricing systems for off-street (excluding park and ride).
- Kerb zone diversification focus (across all parking types) are included as part of all CPMPs.

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: <ul style="list-style-type: none"> • 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 implemented or consulted on, as appropriate, with the community through the CPMP process. • Parking time-limits and 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 illegal parking outside of the road carriageway and 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, including in Tier 1 areas.

On-street parking management <i>(continued)</i>	The on-street parking management tier system:		
	Tier 1	Tier 2	Tier 3
Responsive parking management. This means where on-street parking issues arise, such as high demand or safety issues, we determine the most appropriate parking management response, such as priced parking	Proactive on-street parking management focused on optimising parking turnover	Proactive on-street parking management focused on optimising parking and managing general vehicle trips	
Projects to improve the Strategic Transport Network, or localised improvement projects, may affect parking	Maintain or increase the amount of time-limited/ short-stay parking to ensure turnover and short-stay provision, and reduce the risk and effects of long-term vehicle storage	Parking management to ensure turnover and short-stay provision, to reduce the risk and effects of long-term vehicle storage	
Otherwise there will be little or no change to the management or supply of on-street parking	Increased parking charges are possible	Increased charges for parking and more time-restricted parking	
	Some parking spaces repurposing is possible, to improve travel choices	Some parking space repurposing is likely to improve travel choices	

Parking management on the Strategic Transport Network	Policy statement:
	<p>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 (either at certain times of day, or days, or permanently – determined on a case-by-case basis) where needed to enable that more beneficial use - unless there are exceptional circumstances (explained below) that are considered to outweigh the benefits of parking repurposing. AT will seek local board guidance on parking management on roads not located on the Strategic Transport Network.</p>
	Policy detail:
	<ul style="list-style-type: none"> Where delivery of projects on AT's Strategic Transport Network requires the repurposing 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 will seek to offset the loss of parking on the Strategic Transport Network by replacing it in side-streets. AT will consider exemptions to this policy where exceptional circumstances apply. Exceptional circumstances include where significant hardship for businesses can be proven and cannot be mitigated by parking relocation, or where other unexpected factors are identified by AT that outweigh the benefits of parking repurposing 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 repurposing 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 https://at.govt.nz/futureconnect. The Strategic Walking Network is excluded from this policy. However, place-based improvements that may require road space repurposing for safety or amenity (e.g. around town centres or schools), will still be enabled. AT is aware that parking repurposing for new projects on the Strategic Transport Network may inconvenience some vehicle users and impact on some businesses that may have customers using parking. Potential impacts of this on businesses will be investigated to understand and address any social and economic disruption caused. However, generally such individual interests are likely to be outweighed by the benefits of improved network performance to the Auckland community as a whole.

AT Fleet of Licence Plate Recognition vehicles - used for parking compliance monitoring





Off-street parking management

Policy statement:

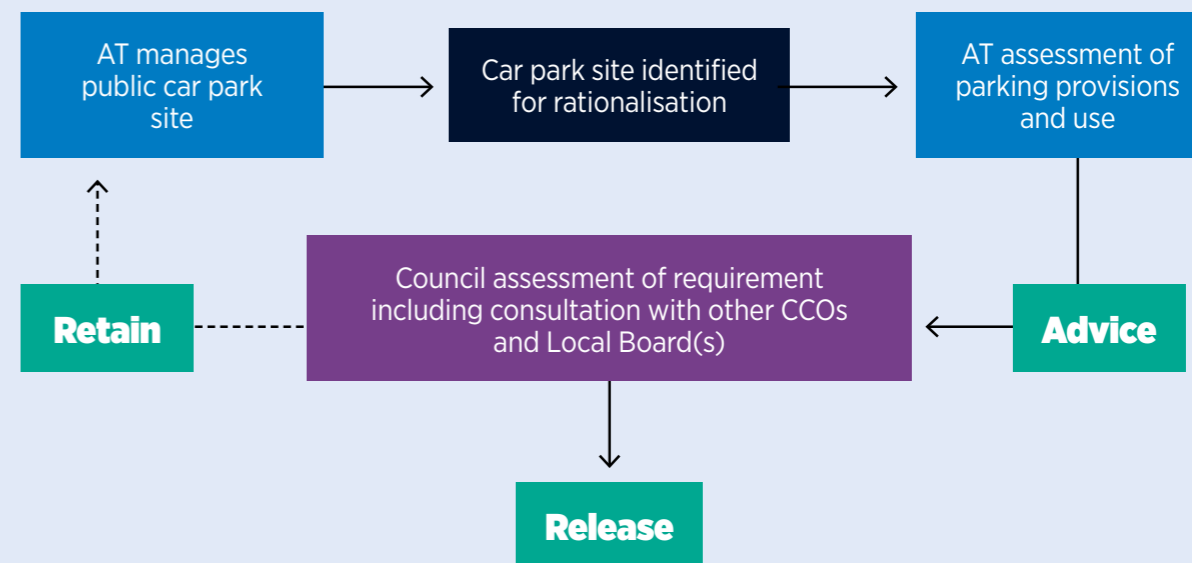
AT-managed off-street parking facilities will be managed in accordance with the parking management tier level it is located in, with recognition that they are a premium product and with a goal to optimise their use.

Policy detail:

- Off-street parking facilities are premium products, as they often occupy 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, 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.
- Should the Council family determine that a parking site will need to be redeveloped, AT will identify any needs for public parking space incorporation as part of the redevelopment, with awareness of the strategic aspiration of the Council and 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. These are detailed in the *Comprehensive Parking Management Plan Framework*.

Off-street parking management <i>(continued)</i>	Off-street parking management tier system:		
	Tier 1	Tier 2	Tier 3
	Retain off-street parking as an alternative to relieve pressure on on-street parking	Retain off-street parking for short-stay purposes as an alternative, to relieve pressure on on-street parking	Retain off-street parking for short-stay purposes as an alternative to relieve pressure on on-street parking
	Only redevelop off-street parking if approved by Council. This may be considered where there are major opportunities for commercial development. In those instances keep parking provision as part of those development conditions	Only redevelop off-street parking if approved by Council. This may be considered if there are demonstrated opportunities for commercial development. Advocate to retain/build-in appropriate transport functions	Only redevelop off-street parking if approved by Council. This may be considered where there are demonstrated opportunities for commercial development. Advocate to retain/build-in appropriate transport functions
Redevelopment to follow the rationalisation process set out in the diagram to the right			
	Gradually convert off-street parking to short-stay parking when occupancy rates are high and as land use develops and public transport services improve	Progressively shift all off-street long stay parking to short-stay	Shift all off-street long-term parking to short-stay
	Increase the price of off-street long-stay parking progressively, using demand-responsive pricing	Increase the price of off-street long stay parking to match market price (where it exists), using demand-responsive pricing	Increase the price of off-street short-stay parking to match market price, using demand-responsive pricing
	Optimise off-street parking to ensure 85% occupancy, using appropriate time restrictions	Optimise off-street parking to ensure 85% occupancy, using appropriate time restrictions and pricing	Optimise off-street parking to ensure 85% occupancy, using appropriate time restrictions and pricing
		Pursue management of Council community facility off-street parking resources, in collaboration with Council Community Facilities and local boards, particularly to avoid a shift to long-stay parking in these facilities	Actively pursue management of Council community facility off-street parking resources, in collaboration with Council Community Facilities and local boards, particularly to avoid a shift to long-stay parking in these facilities. Implement demand management tools where needed

Offstreet carpark divestment process



<p>Park and ride management</p>	<p>Policy statement: Park and Ride facilities are provided and managed in locations where they improve access to the public transport network (primarily the Rapid Transit Network) and make a meaningful contribution to congestion reduction. They will be managed and may be priced in recognition of their role as a premium product and to ensure utilisation is maximised.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • Park and Ride will be provided as a service to support growth by improving access to the public transport network (primarily the Rapid Transit Network (RTN)) in areas where local connections to RTN stations are not as mature. • Space will be allocated for a range of modes, in accordance with the Parking Diversity Policy. • Park and Ride will be managed to disincentivise users who park but do not ride public transport. • AT may implement pre-booked and priced spaces for users at park and ride facilities, comprising around 5-10% of spaces initially, and capped so a majority of spaces remain free, and sized to maximise utilisation and meet demand. Pricing for these spaces will be set by the TCC. • Development of new park and rides will align with Council's land use planning. • 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.
<p>Kerb zone space allocation</p>	<p>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.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • 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 <i>Kerb Zone Management Framework</i>. • Kerb zone space, either in 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. • Kerb zone interventions can be delivered independently of other projects, but should be implemented with other parking management interventions, to minimise impact on the community and maximise the cumulative benefits of such changes. Note that there are wider programmes for system safety and network improvements that may deliver kerb zone changes. • At a project level, the detailed design of kerb zone interventions will be important and will need to be consulted on as part of the CPMP (or lead project).

<p>Parking diversity</p>	<p>Policy statement: AT will diversify parking provision (both on-street and off-street), to support access to town centres by the greatest number of people.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • Parking will be allocated and managed to support more sustainable travel by, for instance, providing space for High Occupancy Vehicle (HOV) 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 not be set as specific numbers, but will instead be determined 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.
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Group 3 – Specific vehicle types

Policy rationale

There are many different types of vehicles requiring parking, just as there are many different types of vehicles needing to move on the network. By ensuring there are policies for (and provision of) parking for a range of uses, we are creating a more fit-for-purpose transport system which recognises the wide range of activities occurring within it.

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.

<p>Cycle and micro-mobility parking</p>	<p>Policy statement: AT will provide parking for bicycles (including e-bikes) and other micro-mobility devices, such as e-scooters, to support sustainable transport and ensure their useful placement in locations that will not inconvenience or pose a hazard to pedestrians.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • Cycle and micro-mobility parking will be provided in more locations, either in the 'furniture zone' of the footpath or the kerbside lane. 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 as part of the CPMP process emphasise: <ul style="list-style-type: none"> - proximity of key destinations, - proximity to the cycle and micro-mobility Strategic Transport Network, - non-interference with the safe movement of other modes, with a particular emphasis on walking, - locations where parked cycle and micro-mobility vehicles (and their users) will be safe and people on foot are not obstructed, - appropriate spacing, and - consideration for parking demand (current and future). • The type of facility chosen will consider expected duration of stay and 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
<p>Motorcycle and moped parking</p>	<p>Policy statement: Motorcycle/moped parking will be provided and managed to meet demand.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • 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. • Motorcycles 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.

<p>Electric and low carbon emitting vehicle parking</p>	<p>Policy statement: AT will support parking for electric and low carbon emitting vehicle parking, to encourage uptake.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • AT may provide dedicated electric and low carbon emitting 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 parking spaces for electric and low carbon emitting vehicles will be provided in line with uptake in the overall light vehicle low emission fleet, but may be removed as this fleet increases. • 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 carefully manage EV charging on-street, due to the need to retain future flexibility over the allocation of space, to avoid issues with perceived privatisation/commercialisation of road space and to avoid safety issues associated with charging cables.
<p>High Occupancy Vehicle and rideshare/ car share parking</p>	<p>Policy statement: AT will provide kerbside space for rideshare and car share parking spaces to support these modes.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • 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 <i>AT Car Share Framework</i> https://at.govt.nz/about-us/working-with-at/car-share-services/ • HOV parking may be provided in AT off-street parking to incentivise carpooling.

<p>Bus/coach parking</p>	<p>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.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> – 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 repurposing), – 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.
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<p>Loading zones</p>	<p>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.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • Loading and servicing functions for businesses 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 work towards using 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). • AT will work towards the provision of passenger pick up and drop off (PUDO) zones in appropriately located places. • AT will work towards incentivising low emission vehicles in kerbside uses.
<p>No parking areas</p>	<p>Policy statement: AT will typically prohibit parking in any location where parking would impede the safe and efficient operation of the transport system.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • AT may prohibit parking on all or part of any roads/streets under the following conditions: <ul style="list-style-type: none"> – 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 public transport – 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 space zones except where signed.



**Accessibility/
mobility
parking**

Policy statement:

AT will provide mobility parking (at an appropriate ratio) for people with accessibility needs who possess and display a mobility card.

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 public mobility parking spaces within 200 metres of an accessible route to the destination.
- Mobility parking spaces will not typically 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/or towed.

Group 4 – Specific situations

Policy rationale

Just as there are many different vehicles, there are also 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.

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 efficient 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 facilities** 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 with Auckland Council, to protect these parking facilities and ensure their continued usability by the community.

Residential Parking Zones (RPZs) are designed to help balance parking demands and recognise varying on-street parking needs. RPZs help enable on-street parking for eligible residents by essentially excluding residents from the parking restrictions in place in a given 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 Tāmaki Makaurau 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 inconvenience or change.
- Streets around schools are safer and operate better.
- Most attendees at all planned events each year attend via active modes and public transport.
- Managed facilities can meet genuine needs.
- Non-RPZ users can meet their needs in RPZ areas.
- Alignment of permits with level of need.
- No growth in coupon use and careful monitoring.

<p>Temporary changes</p>	<p>Policy statement: Temporary Traffic Management Plans may remove parking or alter provision of parking.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • 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 possible). • 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 onsite signage) is required no less than five working days in advance of the space closure.
<p>Parking around schools</p>	<p>Policy statement: AT will work with schools to manage on-street parking to prioritise safety for children.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • On-street parking will be managed to prioritise safety for all, particularly for vulnerable road users. • Parking management will support other initiatives AT and schools are progressing. • Parking management will enable active modes access to 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 their parking needs 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 priority uses to assist in the delivery of projects on the Strategic Transport Network.



<p>Event parking</p>	<p>Policy statement: AT will work with event organisers and key stakeholders to develop Traffic Management Plans (TMPs) 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.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • AT does not support or enable access for major events by private motor vehicle for spectators. In all situations, public transport 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 event safety, event operation or the operation of the transport system. • Any kerbside space relocation will be communicated to the affected stakeholders/ community in advance for planned events. • AT will work with event organisers to provide good quality public transport 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.
<p>Council community facilities parking</p>	<p>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.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> • 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 are 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
 - there is evidenced demand for on-street parking.
- Residential Parking Permits (RPPs) will not be issued for properties that were consented after 30 September 2013*. The priority order for allocation of RPPs are:
 - A house on a single title or an apartment building built before 1944 without off-street parking
 - A house on a single title with one off-street space
 - All other houses or townhouses
 - Apartments.
 - Community groups, schools, education providers
 - Businesses located within the parking zone.
- RPPs will be assessed/issued on a set day on an annual basis and are valid for a 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 the 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 an on-street parking space will be available - they only provide the right to park in available spaces 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).

<p>Residential parking zones and residential parking permits <i>(continued)</i></p>	<p>Policy detail:</p> <ul style="list-style-type: none"> Residential parking zones use will be strictly enforced. AT will work towards incentivising low emission vehicles as part of RPZs. Residents Only Permits will be phased out in line with broader changes to the local parking system, and users of those permits will need to apply for residential parking permits (should they be eligible). Note that parking within RPZs is subject to repurposing where it falls on the Strategic Transport Network using the same approach as all other parking on the Strategic Transport Network. <p>*as included in the 2015 AT Parking Strategy</p>
<p>Permits, coupons and concessions</p>	<p>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.</p> <p>Policy detail:</p> <ul style="list-style-type: none"> 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
	<p>Critical services permit</p>	<p>These permits are available for the following services:</p> <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. <p>These permits are able to be used in some time-restricted areas and paid parking areas.</p>
	<p>Event permit</p>	<p>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.</p>
	<p>Authorised vehicles parking permit</p>	<p>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.</p>
	<p>Residential parking permit</p>	<p>As detailed in the Residential Parking Zones and Residential Parking Permits Policy.</p>
	<p>Off-peak parking permit</p>	<p>Off-peak parking permits will be available for on-street parking in areas of high parking demand for overnight and weekend parking only.</p>
	<p>Coupon <small>(different coupons will be valid in different areas based on the restriction they are exempting)</small></p>	<p>Coupons will be based on a daily price that will allow exemption from the restrictions in that area. Coupons will be available for:</p> <ul style="list-style-type: none"> Tradespeople and contractors Some public service entities. <p>Coupons will be technology-based and simple to use.</p>
<p>AT may develop new permit categories as legislation and regulation allow.</p>		

NEXT STEPS

Changes needed from Central Government

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 Tāmaki Makaurau Auckland in 2023 and beyond.

The 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 has not been updated since 1999, which means that fines have not kept pace with inflation or current fines for other prohibited activities, nor with parking charges.

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 urgently reviewed by Government and a new system delivered.

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 utility 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 entire network. Until this issue is resolved, AT will remain unable to enforce any bans on berm parking in Auckland.

Traffic Control Devices

Traffic Control Devices (TCDs) i.e., the standards for traffic signs, signals and markings, are set out by Waka Kotahi the New Zealand Transport Agency under a land transport rule. However, new TCDs are regularly needed to be created as new movement and parking needs arise, and as new technology emerges.

AT seeks a change in approach from Waka Kotahi to one which provides road controlling authorities with the ability to create their own TCDs with more flexibility and efficiency.

Residential Parking Permit costs

AT manages Residential Parking Permit (RPP) schemes for several suburbs in Auckland. These are areas in which many dwellings do not have off-street car parks due to their age/time of construction and where on-street parking is in demand due to other needs.

Car parking spaces in these areas are under significant demand pressure. AT wants to be able to ensure that residents are not parking on the street if they have other options, as this space could otherwise be available for a range of other transport and parking uses.

Unfortunately, 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 fee was around \$70 for unlimited parking for a full year (or 20 cents a day). In contrast, the same space, if used by visitors, could generate several thousand dollars a year (more closely representing its value). The current approach is therefore inadequate - it does not recognise the value of on-street space and potentially discourages

adequate onsite parking. AT considers that the Government needs to amend regulation to enable AT to manage the parking system in a way that reduces the burden of cost to ratepayers and enables local government to make more localised decisions regarding parking pricing.

Technology

As technology advances, we can expect easier and more efficient enforcement and management of parking. Legislation should enable, not impede, parking management as new ways to manage parking become available. An example of this is Licence Plate Recognition (LPR) cameras which help in automating elements of parking management, but for which some aspects are currently unable to be utilised.

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, including in the City Centre, where 87% 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 public transport services to encourage mode shift.

Central Government regulation prevents this from being implemented. AT and Auckland Council believe that the Government should review this, which would allow further investigation and research into the possible use of such schemes.

Delivering the Strategy

Now that the Strategy is approved, work will commence on an implementation plan. This process will involve developing a programme of Comprehensive Parking Management Plans for each Tier 2 and Tier 3 area in Auckland. Each CPMP will be developed with the applicable local board and will have public consultation. Once a final CPMP is approved by AT, it will be published and detailed designs will be developed and implemented. Communities will be kept informed of the changes as they are rolled out.

The process of delivering changes to the Strategic Transport Network will occur either as part of the delivery of CPMPs, or as part of individual projects. In either case, the local board, key stakeholders and the public will participate in consultation on the proposal.



Glossary of terms

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

