

Tāmaki Makaurau Auckland's Parking Strategy

May 2023



Room to move

Summary Document



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



Summarising Room to Move

This is a summary of Room to Move: Tāmaki Makaurau Auckland's Parking Strategy.

This document overviews:

- why we need a parking strategy
- that we have listened to Aucklanders
- the principles for managing parking
- parking and movement on key roads
- regional parking management
- parking policies.

For more details, including the full policies, check out the full version of the Strategy.

Why we need to have a parking strategy

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, enabling and contributing to many of the benefits and implications of our 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.

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 focused on key roads and locations where there are more people, travel demand is highest and there are competing demands on road space. Changes to parking management will focus where there are options for people to travel – either because the location supports walking and cycling access or because there is good public transport access. 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, while creating more dynamic spaces and increased transport 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.

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

- We have taken guidance from Auckland Council and elected representatives, who provide a voice for Aucklanders. Guidance from strategic direction-setting, meetings with the Mayor, councillors and local board members have helped shape the final Strategy.
- Aucklanders 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.
- There were 944 submissions received, made up of feedback from stakeholders, members of the public, advocacy groups, business associations, local boards and focus groups. We also engaged with Tāmaki Makaurau Māori, both mana whenua and mātāwaka. Key things were heard from across the feedback were:
 - 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 loading zones, trees, wider footpaths, café dining; (though noting a strong call from freight industry for more loading zone space)
- 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;
- 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.



Principles underpinning how we manage parking

These principles were developed with Auckland Council, to ensure that parking is managed in a strategic, consistent and fair way.

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**.



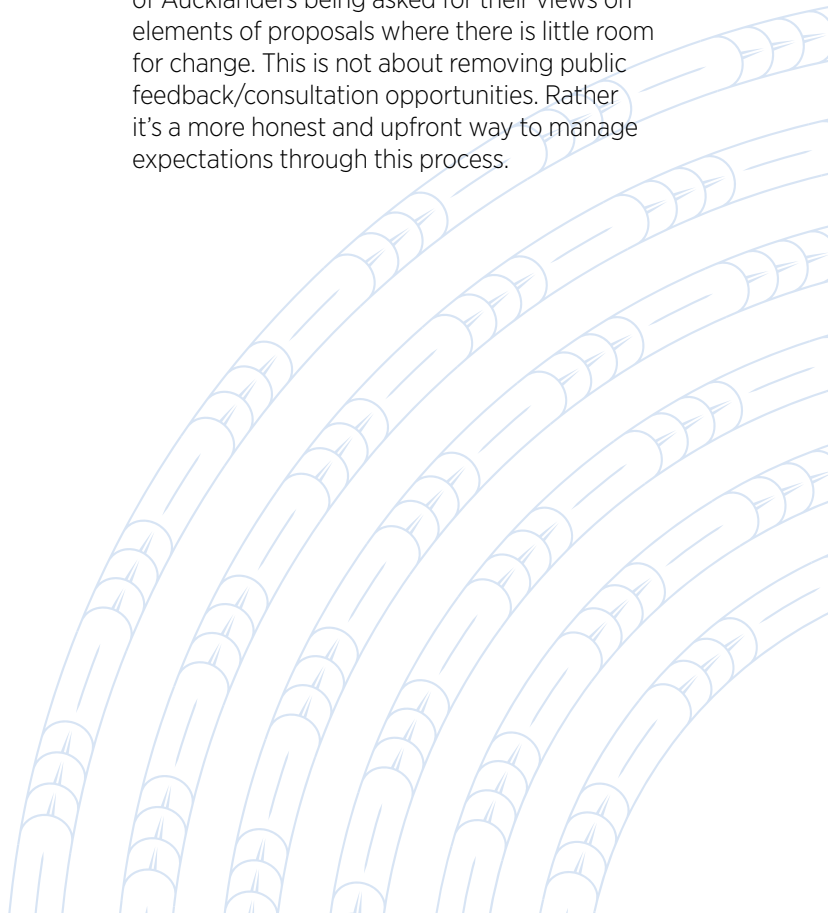
Principles guiding how the approach to parking management should be applied to different locations across Auckland

- 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

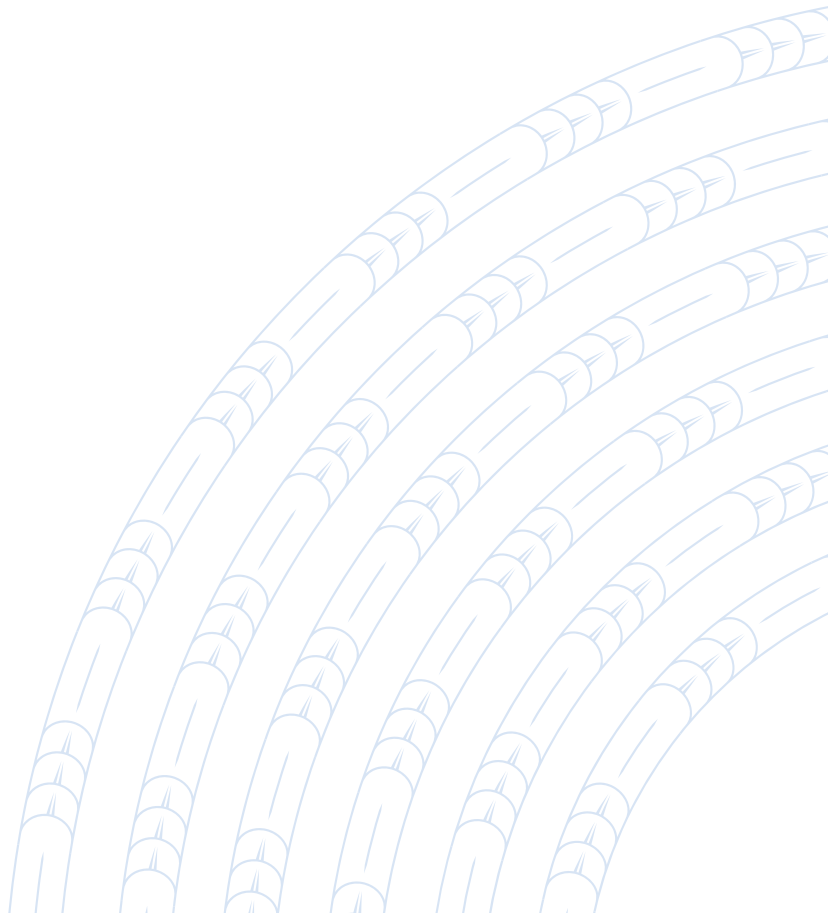
- XI. In areas where significant changes to parking management and supply are likely to occur we will work with the community and local boards to develop parking management plans.
- XII. Our communities' receptiveness to change is diverse. We will work with communities as we develop and implement projects 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 and movement on key roads

- 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 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.



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.

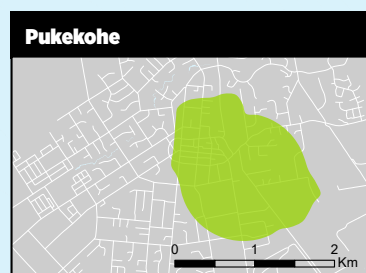
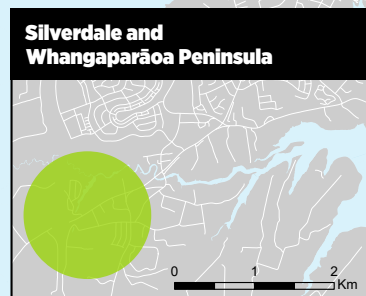
Tier 3
Proactive parking management in areas of highest demand

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

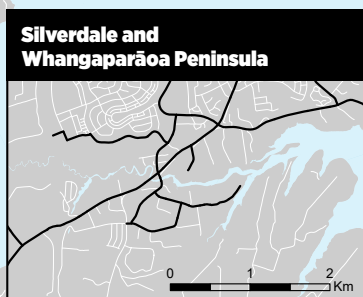


Regional parking management

- AT has categorised the region into three tiers:
 - Tier 3 areas have very good public transport, higher density and lots of development. They are key centres, that attract people, creating a lot of demand for space, including parking, and so we need to proactively manage parking and kerbside space to maximise the ability for people to access these locations by a variety of means.
 - Tier 2 areas are those with good public transport and some key destinations people want to visit which, without good parking management, can lead to pressure of space.
 - Tier 1 areas, made up of the bulk of Auckland, aren't expected to have significant demand or pressure in the road and parking environment, and so won't have proactive parking management unless a safety issue or request comes from the community
- The tiered areas are shown on this map, so you can see where your area fits in.
- AT will develop Comprehensive Parking Management Plans in Tier 2 and 3 areas around the region, to set out changes to parking provision and management.
- These plans will be developed with local boards and communities and will incorporate the needs of local businesses, residents and visitors.



Map 2 – Strategic Transport Network



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.

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Strategic Transport Network
(on AT roads)

0 1 2 4 6 8 10 12 Km

The parking system policies

We have developed policies for 25 different situations, users, and vehicle types. These underpin how we will deliver the principles in order to achieve the ambitions of the Strategy, and the broader transport system.

Our policy statements are below. Complete, detailed versions of the policies are included in the full version of the Strategy.

Topic	Policy statement
Parking planning	AT will plan any large scale (Tier 2/Tier 3) parking changes through the development of publicly consulted Comprehensive Parking Management Plans (CPMPs).
Parking design and delivery	Parking design and delivery will align with The Parking Principles , design standards and will be responsive to customer, operational and safety needs.
Public engagement on parking	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.
Parking operation and enforcement	Parking will be managed to deliver the <i>Auckland Parking Strategy</i> and broader organisational objectives, and will ensure the safe and effective operation of the parking system and transport system.
Parking revenue reinvestment	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.
On-street parking management	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.
Parking management on the Strategic Transport Network	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 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.
Off-street parking management	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.
Park and ride management	Park and ride facilities are provided and managed in locations where they improve access to the public transport network (and 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.
Kerb zone space allocation	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.
Parking diversity	AT will diversify parking provision (both on-street and off-street), to support access to town centres by the greatest number of people
Cycle and micro-mobility parking	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.

Topic	Policy statement
Motorcycle and moped parking	Motorcycle/moped parking will be provided and managed to meet demand.
Electric and low carbon emitting vehicle parking	AT will support parking for electric and low carbon emitting vehicle parking, to encourage uptake.
High occupancy vehicle and rideshare/ car share parking	AT will provide kerbside space for rideshare and car share parking spaces to support these modes.
Bus/coach parking	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.
Loading zones	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.
No parking areas	AT will typically prohibit parking in any location where parking would impede the safe and efficient operation of the transport system.
Accessibility/ mobility parking	AT will provide mobility parking (at an appropriate ratio) for people with accessibility needs who possess and display a mobility card.
Temporary changes	Temporary Traffic Management Plans may remove parking or alter provision of parking.
Parking around schools	AT will work with schools to manage on-street parking to prioritise safety for children.
Event parking	AT will work with event organisers and key stakeholders to develop Traffic Management Plans for events. AT may use special event pricing and specific parking management measures to manage the impacts of special events and short seasonal peaks such as school holidays.
Council community facilities parking	AT will work collaboratively with Auckland Council and local boards to develop appropriate parking management of Auckland Council-owned parking not managed by AT.
Residential parking zones and residential parking permits	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.
Permits, coupons and concessions	Coupons and concessions will be used sparingly for critical uses for which no other option is available and their use will be monitored closely.

