Hutt City Council – parking policy

27 September 2017

Executive Summary

Successful cities depend on a safe and efficient transport system. Parking is a key resource in this system and facilitates access to activities and attractions in the city, such as employment, shopping, and social opportunities. The management of parking influences people's decision to drive or to use other transport modes, and also affects safety and congestion on the roads.

Hutt City Council's parking policy has been developed to provide the strategic direction for the supply and management of parking in the city. Council's approach to parking contributes to its long-term strategies in terms of:

- safe and efficient movement of people and goods;
- supporting economic performance – ensuring parking is well-used and also regularly available;
- contributing to environmental sustainability and the resilience of our infrastructure;
- shifting transport choices;
- supporting Council's work to enhance walkability and a cycle-friendly environment; and
- delivering high-quality customer service.

The policy provides the overarching framework to ensure that the response to parking supply and management is integrated with Council's strategies and consistent across the city.

1. Introduction

Effective parking management is critical to a safe and efficient transport system providing access to destinations and activities in the city and also strategically important to shaping Hutt City for the future.

Hutt City Council has a central role in the supply and management of parking. Council is responsible for on-street parking across the city and has off-street parking in locations such as the Riverbank carpark and in areas around the Civic Centre in Laings Road. Council's Parking Services Team enforces compliance with parking restrictions in order to ensure good access to the city.

Council's focus is on more effectively managing the city's parking resources rather than creating more supply.

Both the approach to transport planning and people's expectations in relation to transport and the infrastructure that supports it are changing. While the transport system is currently dominated by provision for private vehicular transport, research recognises that factors such as limited network capacity, demographic change, a focus on resilience and urban intensification, the emergence of driverless vehicles and growing use of transport as a service, will radically change the way people travel, influence vehicle ownership, and affect parking requirements. Council is responding to these challenges by developing an integrated approach to the city's transport system that includes improving the road network and active transport connections and infrastructure, as well as more effective parking management.

The availability, cost, and any restrictions placed on parking influence decisions regarding the mode of transport used which in turn affects the level of congestion in an area and travel time to destinations. Parking management facilitates safe and efficient access to destinations and activities and therefore to creating a thriving liveable city for residents and visitors, reducing car travel, supporting greater use of public transport, and enhancing experience of the built environment in the city.

Using mechanisms such as pricing or time restrictions where required, Council will ensure that parking is available and enables access to employment, retail and leisure opportunities. Similarly, our approach to parking management will support and enable our work to improve the use of active and other modes of transport.

2. Objectives for the supply and management of parking

The policy seeks to ensure that people are able to access the city and interact with its activities effectively by whichever mode of transport they choose, and enables Council to take a consistent approach across the city. Hutt City Council's objectives for the supply and management of parking are:

1. *A safe city – prioritising the safe and efficient movement of people, goods and services.*

2. *A liveable and thriving city – supporting place-making, amenity, and economic growth.*

3. *A city that is environmentally resilient – reflecting Council's work in leading environmental stewardship and resilience.*

4. *A city that has equity of access – supporting Council's work to create a walkable and people-friendly city accessible to all transport modes.*

5. *A high level of customer service – delivering a quality experience for residents and visitors.*

3. Parking/road space hierarchy

The road corridor is a key public space that is managed by Council. This space is limited and using it effectively is crucial to enabling the safe and efficient movement of people and goods and to the city's social, economic and environmental, success. There are many competing demands for road-space and while provision for parking vehicles is important it is not the only possible use of this space.

Council uses the hierarchy shown below to help manage the demand for and use of the city's road-space according to the policy objectives in section 2 and the needs of particular areas. The hierarchy assists Council to ensure that parking in a particular area serves the main purposes and land-use of that street or area and facilitates consistent decision-making with regard to our parking resources. Without effectively managing demands for on-street spaces parking resources become saturated and their usefulness diminishes.

The framework for the hierarchy is the city's road network and New Zealand Transport Agency's One Network Road classification, and land uses identified in New Zealand Standard 4404.[1] Groups of users and movements are then given priority within the types of areas identified. The hierarchy is a guide to how Council will prioritise the allocation of road-space. Users with lower priority may still have access to on-street parking, however their access may be limited and restrictions may be implemented to ensure that space is attractive and available for users and uses with higher priority. The various uses of space need to be balanced on a case by case basis considering the demand for and each type of use and the resources available.

The priorities across each area are ensuring safety and access, with no stopping zones, ensuring existing property access, space for mobility parking, public transport, and active modes, ranked highest.

In **Live and Play** areas on-street parking spaces are important to support resident parking where none can be provided off-street. However, parking for residents also needs to be balanced against the needs of short-term customer parking for local shops, services, community facilities, schools and educational institutions. Parking for local employees and, to some extent commuters, can also be accommodated in these areas if possible.

In **Shop and Trade, and Work and Learn** areas on-street parking is a key resource to support access for customers to shops, restaurants, and social opportunities. It is also important to provide good access to public and active transport provision, suitable mobility parking spaces close to key destinations, and that pick-up and drop-off spaces and loading zones are available to service the areas. For example, in shopping areas short-term parking for shoppers receives high priority in order to contribute to the performance of businesses in the area. Commuters and employees may still be able to find spaces in these areas however restrictions on the parking, in terms of time-limits or pricing, could reduce the usefulness of these spaces to such users. Those users looking for longer-stay parking may need to park in areas further away from centres or in off-street parking areas.

Similarly, research indicates that in some instances reallocating road-space from parking to improve amenity, create people-friendly spaces and encourage travel by other transport modes contributes to economic performance, and priority is given to such use of space. This could be the case for example in terms of developing outdoor dining areas, contribute to RiverLink, and to enable the provision of infrastructure to improve access to destinations by cycling or walking.

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[1] Standards New Zealand, https://shop.standards.govt.nz/catalog/4404%3A2010%28NZS%29/view

In **Make, Grow and Move** areas on-street space is important to enable effective movement of goods in and out, as well as links and access to the areas by public and active transport. Some priority is also given to short-term parking for clients or customers as well as to local employee parking in these areas to avoid some of the overspill of longer-term parking to adjacent areas.

Road Hierarchy			Parking Hierarchy		
NZTA One Network Road Classification	**NZS4404**				
National Road			**No parking**		
Regional Road	Major arterial				
Arterial	Minor arterial		**Live and Play** *(Residential and Parks)*	**Shop and Trade & Work and Learn** *(Retail and Services & Offices and Schools)*	**Make, Grow, and Move** *(Agricultural, industrial, and warehouses)*
Primary Collector	Connector/Collector				
Secondary Collector	Connector/Collector				
Access	Local Road				
Access (Low Volume)	Lane				
			No stopping zones	No stopping zones	No stopping zones
			Existing property access	Existing property access	Existing property access
			Public transport stops	Public transport stops	Public transport stops
			Mobility parking	Mobility parking	Mobility parking
			Active modes – including provision for removing car park spaces for walking and cycling infrastructure	Active modes – including provision for removing car park spaces for walking and cycling infrastructure	Active modes – including provision for removing car park spaces for walking and cycling infrastructure
		1	Drop off/ pick up zones (schools/ rail)	Amenity - inc. landscaping and/or adding street furniture	Drop off/ pick up zones (schools/ rail)
		2	Residential parking *	Drop off/ pick up zones (schools/ rail)	Loading Zones
		3	Short-term parking	Loading Zones	Motorcycle/scooter parking
		4	Loading Zones	Short-term parking	Local employee parking
		5	Amenity - inc. landscaping and/or adding street furniture	Motorcycle/scooter parking	Short-term parking
		6	Motorcycle/scooter parking	Residential parking *	Amenity - inc. landscaping and/or adding street furniture
		7	Residential visitor parking	Local employee parking	Residential parking *
		8	Local employee parking	Residential visitor parking	Residential visitor parking
		9	Commuter car parking	Commuter car parking	Commuter car parking

The top 5 priority uses of space are the same across all areas and reflect road safety and efficient movement, and Council's aims to increase use of alternative transport modes.

* Residential parking in the hierarchy does not mean intervention such as a permit scheme. Any intervention with regard to resident parking will be assessed under section 4 of the policy.

Mobility parking

Mobility parking that is well-located, accessible and safe is crucial to enabling people with disabilities to easily access areas and destinations in the city. Hutt City Council provides a number of mobility spaces in Shop & Trade and Work & Learn areas in the city. A valid mobility parking permit must be displayed whilst parked in these spaces. Hutt City Council's Parking Services Team proactively enforces restrictions with regard to mobility parking.

Council will not generally provide mobility parking spaces in residential areas. However, officers will assess situations on a case by case basis.

Parking space	Concession
Spaces specifically designated as disabled parking spaces	People with a mobility parking permit can park for the time shown only.
P30 time-limited	People with a mobility parking permit can park for 1 hour
P60 time-limited	People with a mobility parking permit can park for 2 hours
Paid parking areas of up to 1 hour	People with a mobility parking permit who pay for the time period shown can park for double the time period allowed. P30 – mobility parking permit holders can park for 1 hour. P60 – mobility permit holders can park for 2 hours.
P5, P10, P15, P120, P180, P240	There are no concessions for mobility permit holders in spaces with these restrictions.

Hutt City Council will regularly audit mobility parking to ensure that spaces meet design standards and are located appropriately.

Electric Vehicles (EVs)

Council is working with other councils in the region to increase the parking and charging stations available for EVs. The number of electric vehicles is expected to continue increasing. There are currently around 3,000 electric vehicles registered in New Zealand and the Government's Electric Vehicle Programme has a target of growing the fleet to 64,000 by 2021. Supporting and encouraging the use of EVs is in-line with Council's Environmental Sustainability Strategy and Hutt City Council is working with neighbouring cities to coordinate the provision of parking spaces with EV charging stations.

4. Intervention

The hierarchy identifies the priorities for use of kerbside road-space and, in some instances, ensuring that the space is available and used in-line with the priorities will mean implementing restrictions such as time-limits or pricing. Interventions could also include removing parking so that the space can be put to a different use.

Council will proactively conduct assessments to ensure that the use of road space is contributing to the policy objectives Assessments will explore situations on a case by case basis, including data on parking use as well as the potential effects of any interventions on adjacent areas.

Pricing and time restriction

Mechanisms to directly manage parking include the introduction of parking fees, changing existing fees, introducing or changing time restrictions, and establishing permit areas e.g. in residential areas. Council will consider using these mechanisms, alongside promoting active transport and the use of public transport, to ensure that parking resources contribute to our objectives and long-term strategies.

Pricing is an effective tool for managing parking in areas of higher demand. A reasonable price does not deter people from visiting an area where there are activities and attractions and is effective in ensuring that a number of spaces are regularly available in busy parking areas.

Time restrictions can work well in areas which have low to medium parking demand. As demand increases it is possible to reduce the time-limit in an area or parts of it to better manage the parking available. If demand for parking is high, setting a reasonable cost for the parking is the most effective tool for ensuring turnover of spaces. In some areas of the city time restricted parking is currently misused e.g. employees of local business, who move their cars several times a day to exploit time restricted free parking.

Where parking demand is high, Hutt City Council will apply parking restrictions to try to achieve the peak occupancy rate of 85% for on-street parking. This occupancy rate means that parking is well used and people can still find spaces. When occupancy is identified as being regularly above 85%, Council may recommend changes to the management of parking in the area.

Parking in residential areas

Busy on-street parking in primarily residential areas can cause access and safety problems for residents, visitors, and other road users, particularly in areas around commercial centres, the central business district and transport hubs, where on-street parking is used by employees/commuters during the working day. Lower Hutt currently has few areas where there is need to create resident parking schemes. As the city changes both in terms of its population and residential profile it is important that we have an approach to effectively manage any parking issues.

Intervention to address parking pressures in residential areas will be designed for the particular local situation and could include:
- time-limits for part of the area to deter commuter parking;
- residential parking schemes that exempt resident from time restricted parking.

Implementing time-restrictions to parking, with exemptions for residents, can relieve parking pressures. Time restrictions could apply to all or sections of the street/area.

As each area in the city has different pressures local situations will be assessed on a case by case basis. Initially, Council will assess the use of parking in the area. If on-street parking occupancy is regularly above 85% we will explore implementing parking restrictions. In areas where on-street parking use is high assessments will include whether properties:

- have off-street parking at all on the property;
- there is space on the property that could be converted to off-street parking; and
- the availability of on-street parking within a reasonable i.e. 400 meter, walking distance.

Consideration will also be given to whether land use changes have had a detrimental effect on parking availability in the area and any other factors that are relevant to the specific situation being assessed.

If residential parking permits are issued, a maximum number of two permits per property will be allowed and the number of permits issued will be reduced by one permit per off-street parking space, including driveways. Council will charge a fee for permits, which will be assigned to a particular vehicle and non-transferrable. Permits will allow parking in a specific area only and have to be renewed annually.

Residential schemes would not guarantee people a parking space or, in circumstances where the designated area comprises multiple streets, a space in their street.

New developments in resident parking scheme areas

If a residential parking scheme is created in an area, any new-build developments in that area may not be eligible for a parking permit. With any new developments both developers and potential renters/buyers are responsible for arranging sufficient off-street parking to meet their needs. This approach ensures that the cost of providing parking is not passed on to ratepayers.

Residential intensification in CBD or Petone commercial areas

Hutt City Council is aiming to increase the population of commercial areas such as the CBD and Petone through enabling residential intensification. Changes proposed to Hutt City Council's District Plan in 2017 allow developers to build dwellings in these areas without on-site parking. City centre living is often aimed at households who want the convenience of living near attractions, shops, and public transport provision where, for the most part, owning a vehicle is not necessary.

New developments built in these areas after the District Plan change will not be eligible for resident parking permits or exemptions to time restricted parking. There are parking restrictions – either time-limits or pricing and time-limits – in much of the CBD and Petone areas and residential parking is not a high-priority compared to other uses for on-street space.

Hutt City Council will work with developers to ensure that they and occupants have clear information regarding parking.

Miscellaneous permits/exemptions
Hutt City Council currently allocates permits that temporarily exempt specific users from time-limits or paying for parking for special events and some construction work. In some instances users are required to pay for such exemptions and in some instances they are not. Council will establish a formal system and fee structure for allocating exemptions to parking restrictions.

5. Enforcement

Council's Parking Services Team has an integral role in ensuring that the city's transport system works safely and efficiently. Effective enforcement contributes to safe roads, encourages turnover of parking spaces, and helps keep traffic moving efficiently. The Parking Services Team:

- monitors compliance with parking rules – and tickets offenders;
- monitors vehicle and public safety by checking for a valid Warrant of Fitness, vehicle registration, and condition of tyres; and
- delivers an important service to the public in terms of advice on parking, directions, and other matters.

Council's ability to provide enforcement of parking restrictions across the city, and respond to requests for more effective enforcement in some areas, is currently limited. Hutt City Council is investigating the implementation of new technology to provide an integrated approach to parking in the city, improve the efficiency of enforcement, provide in-depth data to inform future interventions, and improve customer service. Technology will enable Council to improve the efficiency of parking enforcement through more targeting and better coverage, and therefore contributes to increasing road safety, flow of traffic in busy areas, and more effectively ensuring turnover and availability of parking spaces. Council will:

- implement technology to offer additional customer payment methods;
- improve the information to customers in relation to parking location and availability; and
- investigate technology, including licence-plate recognition and sensor based systems, to contribute to efficient use of parking resources.

6. Encouraging access via other modes of transport

Parking management is a key aspect of the city's overall transport system being both essential to providing access to destinations and a factor that influences people's choice of transport. Managing parking more efficiently with the aim of reducing vehicle travel will contribute to improving access to other modes and the overall environment for those modes.

Implementation of the parking policy intersects with Council's focus on active transport infrastructure and levels of service in order to improve walkability and cycle–friendly access to the city. The focus on improving transport connections by active modes is reflected in the priority given to this activity within Council's road space/parking hierarchy.

Council's road space/parking hierarchy gives priority to encouraging access by public transport and we will work with Greater Wellington Regional Council to improve public transport provision and the effectiveness of park and ride facilities.

7. Best use of existing parking resources

In addition to Council's parking resources there is also a supply of private parking across the city. Where possible, Council will work with providers of private off-street parking to make more effective use of this resource. For example, exploring:
- the use of private parking resources during the evening for events;
- whether parking that is under-utilised during the week can provide parking for commuters in some areas; and

- whether some on-street parking in front of businesses which are closed at the weekend can be made available.

Council will also investigate ways to improve the use of the Riverbank carpark as an area close to the city centre that can provide affordable all-day parking for employees and commuters.