

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Parking Policy

Adopted August 2020



The Parking Policy 2020

August 2020

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Glossary

Active transport modes – non-motorised forms of transport that use human physical activity to move, such as walking and cycling.

Area-based approach – a holistic and integrated approach to an area of the city that has acute parking issues.

Carbon emissions – Transport-related carbon dioxide emissions.

Central city – includes the Golden Mile, Thorndon Quay, the Parliament precinct/ Molesworth street area of Thorndon, Cuba street area as far as Webb Street and Kent/ Cambridge Terraces, and part of Oriental Bay to the band rotunda.

Exponentially – the hourly price increases every additional hour of stay.

Let's Get Wellington Moving – a joint initiative between Wellington City Council, Greater Wellington Regional Council and the NZ Transport Agency. It focuses on the area from Ngauranga Gorge to the airport, encompassing the Wellington Urban Motorway and connections to the central city, Wellington Regional Hospital and the eastern and southern suburbs.

Micro-mobility – small, light vehicles like bicycles, electric scooters and electric bicycles. Does not include mobility aids or powered or unpowered wheelchairs.

Multi-occupied dwelling – a dwelling occupied as a house share of three or more unrelated adults, such as a student flat-share or group of young professionals.

On-street parking – parking your vehicle on the street as opposed to in a garage, parking building or on a driveway. On-street parking in urban areas is often paid parking and/or has time restrictions.

Off-street parking – parking your vehicle anywhere that is not a street, such as a garage, parking building or on a driveway. Can be indoors or outdoors, and be private or commercial parking.

Parking designations – a parking area marked by signage and/or road markings that is restricted to a vehicle type and/or valid permit-holders only, for example, loading zones, mobility parking spaces, taxi stands, residents' parking.

Pedestrians/Walking – people moving about in the physical space for transportation, wellness and fun, whether this is with or without a mobility device/aid such as a wheelchair, walking frame, pram or stick.

Short-stay parking – time limited parking spaces of three hours or less.

Urban design features – street trees, footpath buildouts, sculptures, seating and similar features that enhance public spaces.

User pays – a pricing approach where consumers (users) pay the full cost of the goods or services that they use.

1. Purpose of the parking policy

The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving the vision for Wellington.

It covers Council-controlled off-street parking, mobility parking, car share parking, loading zones, taxi stands, short-stay parking, parking for residents, buses and coaches, motorcycles, electric vehicle charging and on-street parking for bicycles and micro-mobility (eg, e-scooters).

The Council is not the only provider of parking. For example, in the central city, the Council manages 14 percent of the total estimated parking supply and private providers make up the rest. This policy recognises that Council parking is part of a complex travel and transport system. When the Council makes parking management decisions, we will need to consider private parking supply, how it is managed and the Council's role to address the gaps in the overall parking market.

This document outlines the Council's role and how we manage our parking supply. The parking policy is designed to manage parking pressures over the next 10 to 20 years as our city grows, and as our transport infrastructure is improved to support city development.

2. Introduction

Parking is an important part of our city life. It is part of how many people access our city and its services.

Our expectations for parking have been built on our increased reliance on private vehicles over the past century. However, we are already operating in a constrained environment. The supply of Council-controlled parking spaces, particularly in the central city, has decreased for a number of reasons, and our population and car ownership is growing. This has resulted in challenges and pressure points for parking, which we need to balance.

As we look to the future, we need to consider the expected trends and how we want to shape our city. We will need to change how we move into and around the city and the effect this has on how we use our streets, including parking spaces.

2.1 Our future city

The Council's vision for Wellington is built around people and communities. The future city will be a place where people and goods can easily move to and through the city, based on a transport system that can accommodate moving more people using fewer vehicles. We have also taken an environmental and resilience leadership role and have set a goal to be a zero-carbon capital by 2050.

As our city changes and evolves over time, we want to make sure we don't lose what makes our city special for so many people – its dynamic compact urban form that offers the lifestyle, entertainment, retail and amenities of a much bigger city.

In addition to being a place of creativity, exploration and innovation, we want to ensure the central city continues to support the regional economy.

2.2 What is our role in parking and where does the parking policy fit?

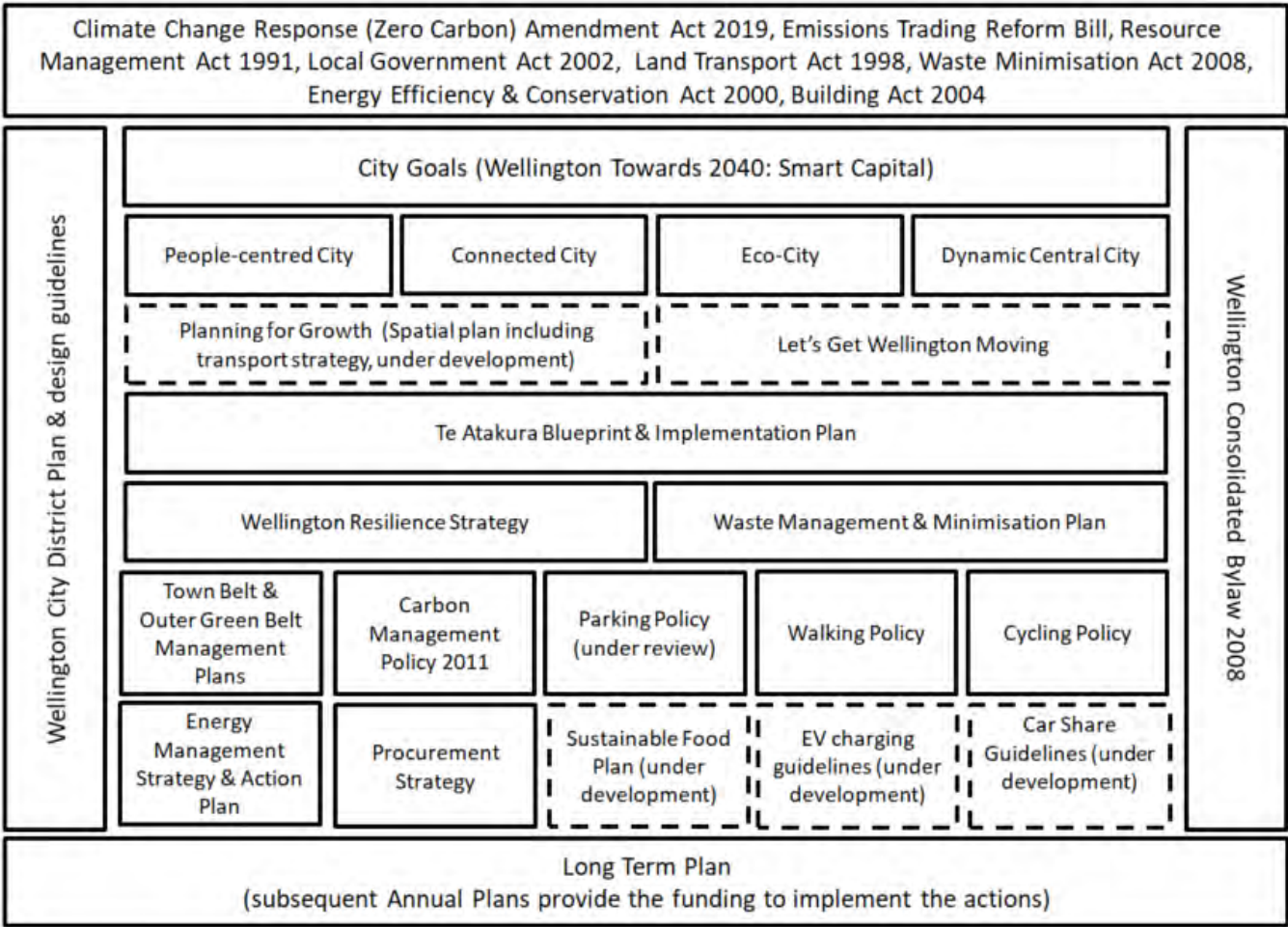
The Land Transport Act 1998 gives the Council power to impose parking controls as a road controlling authority. We are responsible for managing road space for various purposes, including parking. We also have an enforcement role.

As a local authority, we also take into account the current and future interests of the community when making decisions. One of our core roles is the provision of public goods.

Parking restrictions are implemented through Council's traffic bylaw and through the traffic resolution process. Those parking controls set by the Wellington Consolidated Bylaw 2008 Part 7: Traffic, are enforced through infringement fees. The infringement fees are set through the Land Transport (Offences and Penalties) Regulations 1999 administered by the Ministry of Transport.

Our parking policy helps enable these roles. It sets the objectives and principles for parking in the city for the future in a way that supports our broader objectives of preparing the city for population growth, making the city more people friendly, supporting economic growth including retail, hospitality and tourism and moving more people using fewer vehicles in the future.

The parking policy replaces the Parking Policy 2007, the Mobility Parking Policy 2005 and the Car Share Policy 2016. New operational guidelines or protocols will be developed, where required, to clarify day-to-day parking management activities.



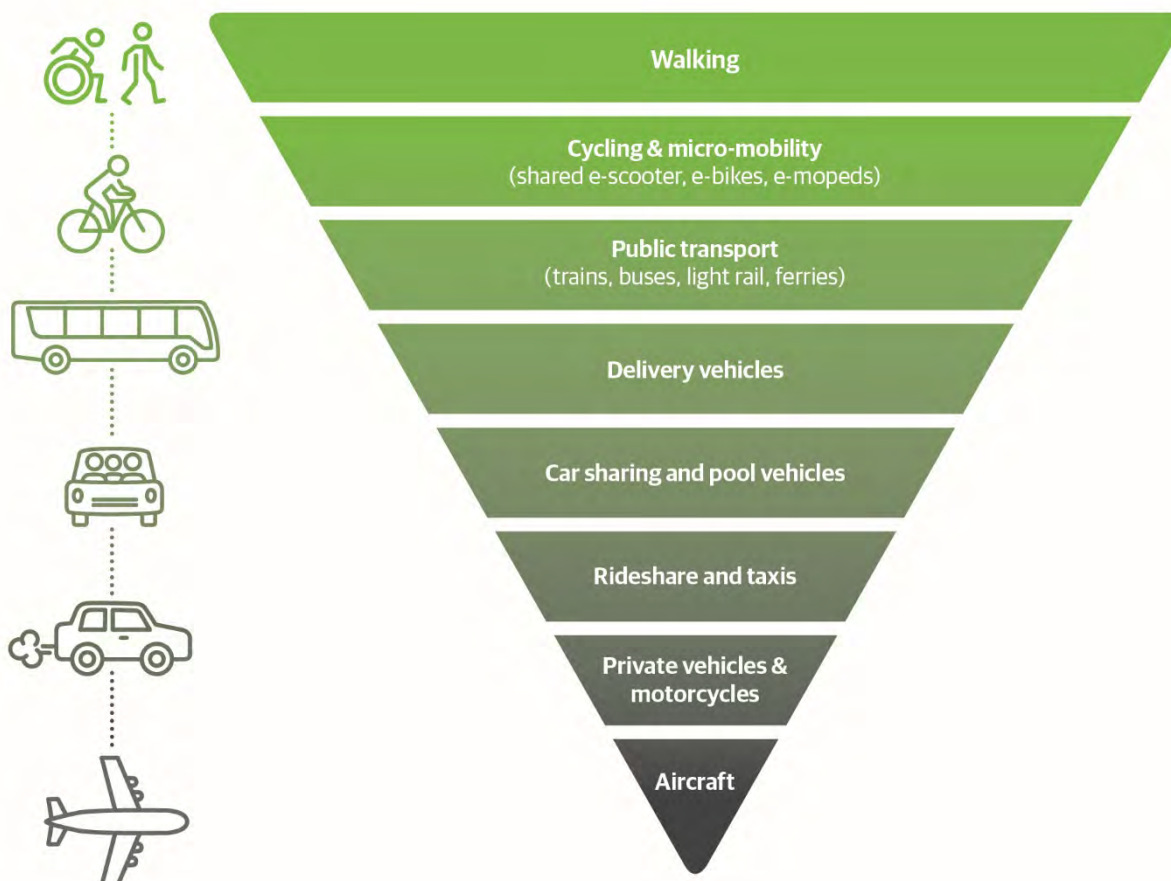
This diagram provides a snapshot of the travel and transport system related documents that guide Council decision-making. There are other documents on different issues and topics of equal importance.

2.2.1 How does parking fit with the transport hierarchy and the draft Spatial Plan?

The transport hierarchy from the Te Atakura First to Zero: Wellington’s blueprint for a Zero Carbon Capital is below. A key aspect of this hierarchy is that active modes of transport, such as walking and cycling, and public transport have the highest priority. This means that when we are making decisions on using road space, they take a higher priority to parking. This is reflected in the parking priorities set out in the parking policy.

The draft Spatial Plan, currently in development, will provide the strategic direction for where urban development will occur in the future and how this will influence our transport decisions, whether they are operational priorities, investment in new infrastructure or changes to our District Plan and other planning and regulatory tools.

Our transport system and land use plans need to be realigned to achieve the sustainable future people have told us they want – where we live and work influences how we move so it is important that these priorities are aligned. The draft Spatial Plan is an integrated land use and transport strategy which aims to move more people with fewer vehicles by focusing future growth to areas that are close in proximity to key public transport routes, and where there are opportunities for walking and cycling over other forms of transport.



2.2.2 How does parking fit with the District Plan?

The Resource Management Act 1991 requires Council to have a District Plan in place which sets out how land use and development will be managed. The Council can set its District Plan to control the use of private land for car parking alongside decisions on how public land, including roads, is best used. This can influence the supply, design and use of off-street and private parking. Currently, the District Plan has no minimum car parking rules in some areas including the central city, business (mixed use and industrial) and centres zones. A developer or landowner can choose to provide car parking if desired, in response to market demand.

On 23 July 2020, the Government gazetted the National Policy Statement on Urban Development 2020 (NPS-UD). It came into effect on 20 August 2020 replacing the National Policy Statement on Urban Development Capacity 2016. The NPS-UD states that a territorial authority, such as Wellington City Council, must change its district plan to remove any effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, other than in respect of accessible car parks. This includes objectives, policies, rules and assessment criteria. These changes must be made within 18 months of the NPS-UD coming into effect.

This means for future new development in the city, including outside of the central city, there will be no minimum off-street parking requirement, except for accessible car parks.

The Planning for Growth programme and District Plan review provides a timely opportunity to implement this new requirement to support the parking policy.

2.2.3 How does parking fit with a Place and Movement Framework?

Wellington's roads and streets provide a wide range of benefits to the city, often within a physically constrained space. How we use and design our roads and streets directly influences place identity, accessibility, public health, inclusivity, sustainability and economic growth, whilst enabling for efficient and safe movement.

A tool that can be used for transport network planning is a Place and Movement Framework. A Place and Movement Framework complements the transport hierarchy and the parking space hierarchy by ensuring place, land-use and mode choice are given equal consideration. It guides decision-making by categorising the streets within different areas of the city. The framework assigns both a "place" value and a "movement" value to each street – for example, are they places that have specific character where people want to spend time and socialise, or are they streets that move a significant volume of people through an area to connect to a different destination?

Streets are classified along a spectrum of place and movement in a matrix and this determines how they are designed and how space is allocated to different uses (sitting, dwelling/relaxing, walking, cycling and moving using all other forms of public and private transport).

For example, if the street type is classified as predominantly for movement then it may be more likely that on-street parking is removed or reduced to provide for safe and efficient movement of pedestrians and Public Transport; whereas low volume traffic streets and streets with lower place value may be a more suitable location for some on-street parking.

We are in the process of developing a Place and Movement Framework for Wellington City as part of the Let's Get Wellington Moving work programme.

2.2.4 How does parking fit with other Council decision-making?

The scope of the parking policy is limited to applying parking management tools and allocating of space for parking. However, the objectives of the policy cannot be met without this policy also being considered within other wider Council decisions about new development and facilities, infrastructure and changes to the public transport network that are made by Greater Wellington Regional Council. For example, decisions about the location of a new Council facility, such as a library or sportsfield, will be made with access and suitability of public transport front of mind.

2.2.5 How does the parking policy fit with Te Tiriti o Waitangi (the Treaty of Waitangi)?

The Council's Te Tiriti obligations are a requirement of the Resource Management Act 1991 and Local Government Acts 1974 and 2002. For example, the Resource Management Act requires the Council to consider matters of significance to tangata whenua, such as:

- the principles of the Treaty of Waitangi and their application to the management of resources [section 8]
- recognition and protection of Māori and their culture and traditions with their ancestral lands, waters, sites, wāhi tapu and other taonga [section 6(e)]
- having particular regard to the exercise of kaitiakitanga or the iwi exercise of guardianship over resources [section 7(a)]
- recognition of any planning document recognised by an iwi authority [section 74(2)b]
- the obligation to consult with iwi over consents, policies and plans.

The Council and local iwi have Memoranda of Understanding in place with Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) and Te Rūnanga o Toa Rangatira Incorporated (Toa Rangatira).

The memoranda provide the framework for strategic relationships between the iwi groups and the Council, enabling our iwi partners to contribute to council decision making. This will be a particular focus of the Planning for Growth programme.

Council Parking Services staff also receive training on Te Tiriti and its role in New Zealand's regulatory environment.

3. The parking problem

3.1 What is causing the parking problems?

3.1.1 Our city is growing in size and parking demand is increasing

Wellington will be home to another 50,000 to 80,000 residents by 2043, with nearly half of the growth in the central city and existing suburban centres. That is the equivalent of the Masterton and Porirua populations being added within our existing city boundaries. Wellington region's population is also projected to grow and, therefore, more workers will commute into the city from the wider region. Planning for Growth Spatial Plan is the Council's planning framework that will determine how and where the city will grow over the next 30 years to accommodate this growth.

More recently there has been increased urbanisation: more people living in the central city and inner-city suburbs increases the pressure on parking space availability. People increasingly expect to be able to walk, shop, dine and spend time in places that are attractive and safe.

To accommodate this population growth, we need a more efficient transport system that makes better use of our limited road space. This means moving more people using fewer vehicles; using public transport more; more people walking and cycling and fewer people driving and parking in busy areas.

Other factors that affect parking demand include:

- an ageing population
- average number of cars per household
- changes to the retail and hospitality sector – how and where we shop and when, where and how we spend our leisure time
- changes in patterns of commuting, such as working from home, more demand for park and ride options and the growing uptake of micro-mobility (electric scooters and bicycles), car sharing and ridesharing.

3.1.2 Parking supply is decreasing

Over time, the supply of Council-controlled parking spaces, particularly in the central area, has decreased. This is due to:

- the loss of parking buildings from earthquake damage.
- reallocating on-street road space to support national¹, regional² and city priorities for pedestrian-focused developments and to support active and public transport. We are implementing a cycle network programme to create cycleways that will

¹ The Government Policy Statement on Land Transport 2018.

² Wellington Regional Public Transport Plan and Wellington Regional Land Transport Plan.

make it easier and safer for people biking and walking. In addition, the Let's Get Wellington Moving \$6.8 billion work programme will create a significantly improved transport system over time. To achieve this, we need to start creating space along some key transport routes. It will mean removing some on-street parking spaces and prioritising the on-street space that is left. This will allow for a more effective public transport system with faster and more regular services. It will also mean we can drive less as other transport options (including cycling) will provide greater choices for us all.

- Reprioritising Council-managed off-street parking for other purposes, such as the temporary, but medium-term, relocation of the Royal New Zealand Ballet to the Michael Fowler Centre car park.
- Supporting initiatives to decrease carbon emissions and congestion by providing more space for electric-vehicle charging stations, car share and micro-mobility.

As a consequence of parking demand increasing and parking supply decreasing, the competition for road space is on the rise. The challenges and pressure points vary around the city and are different depending on the time of day and day of the week. In addition to competition for road space between road users, there is competition between users of the parking system, for example, residents, commuters and shoppers.

3.1.3 Access needs are not always met

Wellington is a people-centred city and we want to enable everyone to contribute and participate, including those that do not drive. As well as those that choose not to drive, many people face social and physical barriers and we need to ensure the city is accessible for all. For those who find active and public transport does not meet their needs, such as disabled people, older people, and parents with young children, their expectation is for an accessible city where they can readily access facilities, goods and services when and where they need to. The reality is that this expectation is not always met.

3.1.4 Climate change

In June 2019 Wellington declared a climate emergency and set the goal to become a zero-carbon capital by 2050. This means the Council will put protecting our environment and climate change at the front and centre of decision-making. We anticipate that we need to significantly reduce carbon emissions between 2020 and 2030.

Road vehicle emissions comprise approximately 38 percent of the city's carbon emissions. How we manage parking can support many of the proposed emissions reduction initiatives such as:

- prioritising road space for active and public transport modes
- allocating more on-street parking spaces for car share vehicles
- electric vehicle charging facilities and pick up/drop off areas for ride share services
- providing micro-mobility parking to encourage their uptake.

The price of parking can also be used to influence how often and where people drive.

3.1.5 The value of parking is not fully recognised

Pricing of most Council-controlled parking is not fully user pays. The price at the meter or for the permit does not take in to account the full costs of parking vehicles, such as the lost opportunity to use the space for something else, the lost amenity and the cost on the environment.

Price can also exclude people who cannot afford to pay for parking at all.

Parking fees did not change between 2009 and 2017. As a result, how we set parking fees or the outcome from any price change is not always clear to the community. We need a clear pricing methodology that is linked to the parking policy's objectives.

3.1.6 Parking management should be tailored to local areas

Parking issues often involve factors such as transport issues, urban planning decisions, the topography, and the nature of local business, services and facilities. Parking management also needs to consider the relationship between both the on-street and nearby off-street parking.

If we do not consider all these factors, parking in some areas may not achieve:

- the best use of the space
- maximising the number of spaces per area
- the ideal turnover of cars per space
- the ideal occupancy rate for the space.

Using a tailored and 'whole-of-system' approach is called area-based parking management.

3.2 Summary: what do these factors mean for parking management?

There is tension between competing interests of parking availability, using public space and parking affordability.

Demand is **increasing** due to:

- population growth
- an aging population
- increasing car ownership rates per household, and
- business growth in the city centre.

Council supply is **decreasing** due to:

- the loss of parking buildings from earthquake damage
- reallocating road space to better allow for national, regional and city priorities to support pedestrian-focused developments, and increase travel using active and public transport
- reprioritising Council-managed off-street parking for other purposes, and
- supporting initiatives to decrease carbon emissions and congestion

People often expect parking when and where they need it, at a reasonable price, but the Council on-street parking supply is decreasing and is expected to continue to decrease. Many areas of the city have complex and challenging parking issues because of this.

Some people are keen and able to switch to using active or public transport but the incentives (or conversely disincentives) to make this change are often not strong enough to do so. For many people, driving a private vehicle and parking is still cheaper, easier and more convenient than using other types of transport.

To achieve the type of the city we want, our parking needs to change. We need to make sure that parking aligns more clearly with our strategic fit diagram on page 5 of this document. The Policy provides guidance on how to balance these challenges.

4. The Parking Policy

The policy is made up of the following components:

- parking objectives – what we want to achieve
- guiding principles – how we will make parking decisions
- parking space hierarchy – how we will prioritise parking in different areas of the city
- area-based approach – how we will take an area-by-area approach to making parking changes in the city.

The policy will be supported by parking management tools – how we manage demand and supply in different parts of the city. This includes the enforcement of parking rules through the Wellington Consolidated Bylaw 2008 Part 7: Traffic.

4.1 Parking policy objectives

The parking policy objectives set out **what** we want to achieve – now and into the future. The objectives are designed to guide the Council when it makes parking decisions.

Cities are complex and Wellington is in the process of moving from a transport system that is car dependent to one where active (eg, walking and cycling) and public transport will play a bigger role. There is a natural tension between some objectives, and this is unavoidable. Parking decisions will often require trade-offs between competing demands. One of the most difficult trade-offs is between immediate private/individual benefits and changes that benefit the wider community and the community of the future.

The objectives (in no particular order):

- **Support shift in type of transport used** – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.
- **Support safe movement** – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
- **Support business wellbeing** – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
- **Support city place-making, amenity and safety** – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
- **Support access for all** – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
- **Support move to becoming an eco-city** – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon

emissions, better water quality, air quality, stormwater management and biodiversity outcomes.

- **Deliver service excellence and a safe working environment** – provide a high standard of customer service for people who use Council parking spaces to support users to make well-informed parking decisions. This includes introducing self-service and automated processes for all parking charges and permits to improve the parking experience (as technology allows) and improving the availability of parking information. Ensure a safe working environment for those who deliver the parking service.

4.2 Parking policy principles

The parking policy principles set out how we will apply and manage the policy.

The principles (in no particular order):

Principle A: make iterative parking changes that are linked to improvements in the overall transport system, specifically improvements to public transport, walking and cycling. Any parking management changes will consider the effect that related changes in revenue will have on ratepayers.

The city is in a period of transition where significant investment is being made to do this, but it will take time.

Consequently, changes to how parking is provided and managed need to be made incrementally over time, in consultation with effected communities, and support and be aligned to improvements in the overall public and active transport system.

The changes also need to consider the broader context of the Council's funding, and the effect any changes could have on ratepayers.

Principle B: manage the decreasing supply of Council- controlled parking by prioritising how space is used and who uses the spaces to achieve an optimum level of use.

We have developed a parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. The parking space hierarchy forms a key part of the new parking policy. See the next section for more details.

Principle C: ensure that access to the city centre, Council facilities and suburban centres is inclusive and prioritises people who can't use active and/or public transport, and those that do not drive.

The parking policy prioritises on-street and off- street mobility parking spaces and supports designated parking spaces for a broader group, for example, older people, people who are pregnant, and people with babies at Council parking buildings and facilities where there is known demand and it is practicable to do so.

Principle D: parking is priced at a level that achieves policy objectives, is consistent with broader transport objectives and supports Let's Get Wellington Moving.

The overall approach to pricing favours making smaller pricing changes more frequently over larger infrequent changes. The Council will ensure that any increases are reasonable, justifiable, well communicated, and linked to policy objectives. The pricing methodology will be based on achieving the best use and highest priority uses for the parking spaces. Pricing will better reflect the demand, the land value and the opportunity and environmental costs of providing parking.

Principle E: support local area-based parking plans where there is evidence-based need and community support.

Introduce area-based planning to ensure more holistic travel and transport planning that supports the best possible mix of active and public transport, off-street and on-street parking, and footpath and vehicle usage. A more joined-up approach will consider the use of the on and off-street space for pedestrians, active and public transport, and vehicles.

From time to time parking issues arise that require a tailored approach for an area of the city. The area surrounding the airport – where there was significant overflow of airport parking – is a recent example of that. In the future, any significant change to the transport infrastructure in a particular area will affect the provision of parking and also require a 'whole-of-transport-system' approach.

Local area-based parking plans would provide guidance to improve transport services and manage parking based on local circumstances. The Council could then make decisions on transport and parking management based on evidence and select from a wide range of tools to achieve the best use of the space.

Local area-based parking plans should be developed in discussion with the local community and residents, key employers, service providers and business stakeholders to consider local issues and ensure collaboration with others to resolve problems.

Principle F: primarily focus the Council's role on prioritising existing space, not on increasing parking supply. This includes considering alternative higher-value use of the land currently used for parking.

In the central city, the Council is a small provider of parking supply and management. In the long term the National Policy Statement for Urban Development will influence the supply of parking with new developments and the Council can influence the provision, design and location of off-street parking through the District Plan. In the short-term the Council is focusing on prioritising the use and the users of the 14 percent of central area parking spaces it controls, and parking more generally in the rest of the city.

From time to time, the Council may provide additional temporary parking to support the Let's Get Wellington Moving work programme.

Principle G: provide accessible and timely (and where necessary, real-time) information on parking space location, availability, price, regulation and penalties.

The congestion resulting from driving around the city searching for a vacant and appropriate parking space can be reduced by improving the level of and accessibility to parking information so that parking users can make informed choices about their travel and parking options.

Parking space occupancy and compliance can also be improved by providing more information and making it easier for drivers to find that information.

Principle H: align Council business operations and relevant policies with the parking policy and report annually on performance.

To ensure that related transport and land-use policies and guidance give effect to the parking policy and to ensure the Council can determine whether it is managing its parking effectively and efficiently, it will monitor long-term outcome indicators of its business operations plus performance measures to ensure objectives are being met. Where they are not being met, the Council can make the necessary changes to how parking is being managed.

4.3 How we will know we are successful

To help clarify the intent of the objectives and principles, the following long-term measures and indicators will show the impact the policy is having. The desired trend is indicated.

Primary measures directly attributable to implementing the parking policy:

- Ratio of residents' parking permits to spaces - decrease
- Number of mobility parks – increase
- Mobility parks design meets Council guidelines – increase
- Number of car share spaces – increase
- Number of EV charging spaces – increase
- Non-user parking at parks, sports, recreation and other community facilities designated parking during opening hours decreases

Secondary measures indirectly attributable to implementing the parking policy:

- Car usage rates - decrease
 - Travel times on key routes – decrease
 - Public transport, walking, cycling and micro-mobility trips – increase
 - Retail spend – maintain / increase
 - Retail foot traffic – increase
-

- Proportion of road corridor used for parking – decreases

Plus continue to report, through the Annual Report process, on the following three performance measures:

- Parking utilisation - improves
- Residents' satisfaction of parking availability – improves
- Residents' perception of enforcement fairness – improves.

4.4 Parking space hierarchy – how we will prioritise parking

As Wellington city grows, the demand for the limited supply of on-street and Council off-street space will also grow. This demand must be managed to reduce congestion and ensure reasonable access for all.

As parking demands vary in different locations throughout the city, we have set priorities for the types of area:

- key transport routes
- the central area (central business district)
- suburban town centres – such as the shopping precincts of Kilbirnie, Johnsonville, Tawa, Karori etc
- city fringe areas
- residential streets
- our parks, sports, recreation and other community facilities
- Council-managed off-street parking.

This pressure will be highest in business and retail centres where there are concentrations of public services, and at recreation facilities. Improvements to support active and public transport will require extra road space to operate safely and efficiently.

We have developed a parking space hierarchy that supports the transport priorities to guide us when we are making parking provision decisions and allocating parking spaces. The parking space hierarchy describes which types of parking have the highest and lowest priorities in different areas. It also sets out the priority level for that type of parking space, not the amount of spaces. For example, mobility parking is a high priority in most areas but not all spaces available will be mobility parking spaces.

Location	Highest priority	High priority	Medium priority	Low priority	Lower priority	Lowest priority
Key transport routes	Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction and maintenance works)	Bus stops		Urban design features Mobility Loading zones Bicycle/micro-mobility Car share Electric-vehicle charging Short-stay (car & motorcycle) SPSV*/taxi stands Coach and bus (short stay)	Residents Commuter (car & motorcycle) Coach and bus (long stay)	The lowest priority across all areas is Long stay parking of private non-motorised vehicles (trailers, towed caravans, boats), advertising vehicles, heavy commercial vehicles and motorhomes
Central city (does not include the bus interchange)		Bus stops Mobility Urban design features Bicycle/micro-mobility Loading zone Short-stay (car & motorcycle) Car share	SPSV*/taxi stands Electric-vehicle charging	Coach and bus (short stay) Coach and bus (long-stay)	Residents Commuter (car & motorcycle)	
Suburban centres (shopping precincts)		Bus stops Mobility Urban design features Bicycle/micro-mobility Short stay (car & motorcycle) Car share	Loading zones SPSV*/taxi stands Electric-vehicle charging	Coach and bus (short stay)	Residents Commuter (car & motorcycle) Coach and bus (long stay)	
City fringe and inner city suburbs		Bus stops Urban design features Residents Car share Bicycle/micro-mobility	Mobility Electric-vehicle charging Short-stay (car & motorcycle)	Loading zones Coach and bus (short stay)	SPSV*/taxi stands Commuter (car & motorcycle) Coach and bus (long stay)	
Outer residential areas		Bus stops Urban design features Residents	Car share Mobility Electric-vehicle charging Coach and bus	Short-stay parks (car & motorcycle) Loading zones	Bicycle/micro-mobility SPSV*/taxi stands Commuter (car & motorcycle)	

			(short stay)		Coach and bus (long stay)	
Council parks, sports, recreation and community facilities off-street parking ³		Bicycle/micro-mobility Mobility Short-stay (car & motorcycle) Coach and bus (short and long stay) Urban design features	Electric-vehicle charging	Car share SPSV*/taxi stands	Loading zones Residents Commuter (car & motorcycle)	
Council's off-street parking	N/A	Bicycle/micro-mobility Mobility Short-stay (car & motorcycle) Coach and bus (short and long stay) Urban design features	Car share Electric-vehicle charging Commuter (car & motorcycle)		Loading zones Bus stops Residents SPSV*/taxi stands	

³ Note the following exemption - Council land held under the Reserves Act 1977 and the Wellington Town Belt Act 2016 can only be used for recreation and other reserves purposes

4.5 Area-based approach – how will we implement the new policy

As suburbs in Wellington City are a mix of more than one type of parking area, an integrated approach (area-based plan) will need to consider, at a minimum, the following:

- Planning for Growth and the review of the District Plan
- the private and commercial off-street parking supply and demand
- current rates of illegal parking such as overstaying, non-payment and parking on the footpaths.
- the needs of schools and early childhood centres
- current and proposed transport system improvements
- current and proposed location of amenities
- current occupancy and turnover rates.

The area-based plans would be developed in discussion with local communities. It is important the community is involved in the development of options but decisions must be evidence-based.

The timing for developing and implementing each area-based plan will be based on the following triggers:

- Let's Get Wellington Moving project delivery timeframes
- Wellington City Council Network Connections, Bus Priority and other significant transport projects
- significant public health and safety risks
- technological capability and improvements
- high rates of illegal parking such as overstaying, non-payment and parking on the footpaths.

4.6 Our parking management tools – how we will manage demand and supply

The Council's priority is to improve active and public transport infrastructure to decrease single occupancy private vehicle use and, therefore, decrease the demand for parking. Although significant funding is earmarked for this, the shift in travel behaviour takes time and the demand for parking still needs to be managed. When parking demand exceeds parking supply, we will use a range of parking management tools to address these issues.

The parking management tools will be introduced incrementally, depending on the need and what parking management system is already in place. For example, if the parking problem is already severe, and lower interventions are already in place, the intervention for a severe level will be applied. The parking management tools seek to achieve the parking space hierarchy for the affected area.

The price of parking will be used to get the best use of spaces (optimal occupancy and turnover) while parking designations, and permit schemes or restrictions will be

used to provide spaces for priority parking use types – such as mobility parking, car share parking and loading zones.

An ongoing activity that will complement the parking management tools detailed in the following tables is to explore options with partner organisations to increase active and public transport use, such as travel demand management planning incentives, and bus scheduling. Due to the varied timeframes for implementing improvements to active and public transport some parking management changes will need to be made as a transitional measure.

Please refer to the specific area-based parking management plan, as they are developed, for the area designation and information on other supporting transport changes.

4.6.1 Approach for pricing Council parking

The most important tool to manage parking is the fee paid by parking space users, whether this is an hourly rate, the price of a permit or a discount or subsidy. Pricing remained unchanged from 2009 until 2017, although the Council increased the area where fees are charged, and it has not always been clear to the community how those fees have been derived or what the outcome is from the price change. Long term, the parking policy, as it is implemented, will shift to a more demand-based and dynamic approach to pricing and will link to the objectives and parking space hierarchy.

For example, we will introduce a new hourly rate or a higher hourly rate in areas where short-stay parking is a high priority and vehicles currently park for long periods of time. To encourage people to move on from parking spaces within a reasonable time,⁴ the hourly rate will increase exponentially over time. Parking time restrictions will be removed. If the turnover of vehicles is not high enough to provide adequate access to retail, services and entertainment, the hourly rate will be increased.

Conversely, in areas where parking occupancy is very low, either at all times or only at certain times of the day or week, the hourly rate will be decreased to encourage people to move from parking in areas of high demand to the areas of low demand.

This parking approach is a mix of demand-responsive parking and exponential parking charges.

The shift to a new pricing approach for the city is dependent on amending the current Wellington Consolidated Bylaw 2008 Part 7: Traffic and securing funding for new parking infrastructure and technology. In the short-term, pricing could reflect demand. When pricing could be introduced or when current prices need to change is explained in more detail in the following area-specific parking hierarchies.

⁴ A reasonable time frame will be determined as part of the implementation of a new demand responsive pricing regime. This may vary in different parts of the city

In addition, it is proposed the Council reviews who is paying to use the street space to ensure all users of street space are charged appropriately and fairly. This includes consideration of appropriate charges for commercial use of street space such as taxi stands, loading zones, private bus/coach parking, micro-mobility and car share scheme parking. Where certain use types need to be encouraged, charging may be low or temporarily removed until the incentive is no longer required.

4.6.2 Parking management tools for key transport routes

Key transport routes⁵ include roads and streets where there are higher priority transport requirements, such as public transport over on-street parking. On these roads, on-street parking will need to be reduced or removed; either during peak traffic hours only or at all times, to create the road space for dedicated bus lanes or other forms of active and public transport.

The following parking management tools will be implemented over time based on the parking space hierarchy for key transport routes outlined in section 4.4.

⁵ Key transport routes have not been identified in the policy to provide for flexibility as bus and other public transport routes may change over time. Please refer to the specific area-based plan for the detail on area designation.

Parking management issue	Parking management tools	
On-street parking is impeding vehicle movement on key transport routes during peak hours. For example, peak hour bus journeys take longer due to vehicles parked on the street.	Introduce a clearway to restrict parking during the peak hours only.	
On-street parking is frequently impeding vehicle movement on a key transport route in peak and off-peak hours.	Remove on-street parking from the key transport route. Reassign parking designations in the side streets, if required, following the relevant parking space hierarchy.	
Demand for parking in side streets off the key transport route increases.	Introduce time restrictions.	Intervention hierarchy based on level of effect:
Following the introduction of time restrictions, demand for parking in side streets off the key transport route increases.	Introduce parking charges.	Low to severe
There is limited alternative parking in the side streets off the key transport route.	Consider increasing off-street parking supply. This may be through shared parking arrangements with existing private or commercial parking facilities or the creation of a new parking facility. New parking facilities may or may not be managed by the Council and may be a short or long-term solution.	



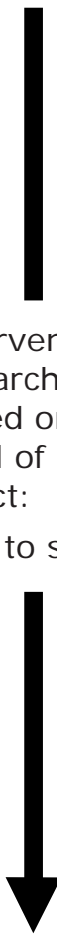
4.6.3 Parking management tools for the central city

The use of on-street short-stay parking is important to support access to the retail, service and entertainment sectors in the central city. The management of demand needs to be agile to respond both in price and parking restrictions to enable people to access parking when and where it is needed. There is a large supply of non-Council off-street parking in this area which provides for long-stay parking, allowing our short stay on-street parking to be purposely targeted. This applies to the on-street space for four and two-wheeled vehicles (typically both cars and motorcycles/mopeds).

There are distinct parking zones in the central city based on parking space occupancy and vehicle turnover patterns. To make the best use of parking spaces (not over or under-occupied), the price per hour needs to be high enough to reduce demand when occupancy is over 85 percent and low enough to maintain average occupancy above 50 percent. The parking space designations need to be actively managed to ensure that the highest priority parking types are available where possible.

The following parking management tools will be implemented over time based on the parking space hierarchy for the central city as outlined in section 4.4

Existing pay-by-space parking for four-wheeled vehicles


Parking management issue	Parking management tools	
<i>High demand scenario</i>		
Demand for parking is minor or alternative private off-street parking is available.	Accept effects.	 <p data-bbox="1165 750 1396 985">Intervention hierarchy based on level of effect: Low to severe</p>
Demand for parking increases and overstaying and/or non-payment is becoming frequent.	Increase enforcement to increase compliance.	
Demand for parking is high (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds three hours, and non-compliance is high).	<ol style="list-style-type: none"> 1. Increase hourly charge during the periods of high occupancy. 2. Extend charging timeframe to times of the day and week where demand is increasing. 3. Introduce exponential pricing to encourage turnover. 	
Demand for parking continues even where exponential charges are in place.	Increase the hourly rates during the periods of high occupancy (over 85 percent).	
Demand for parking continues to occur and price increases have not sufficiently reduced demand (occupancy continues to regularly exceed 85 percent).	Consider shared use agreements with private parking providers.	
<i>Low demand scenario</i>		
Low occupancy of on-street short- stay parking (occupancy of spaces is consistently under 50 percent).	Decrease the hourly rate during the periods of low occupancy.	<p data-bbox="1149 1556 1388 1792">Intervention hierarchy based on level of effect: Low to significant</p>
Low occupancy of on-street short-stay parking continues despite decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Reduce the charging timeframe;	

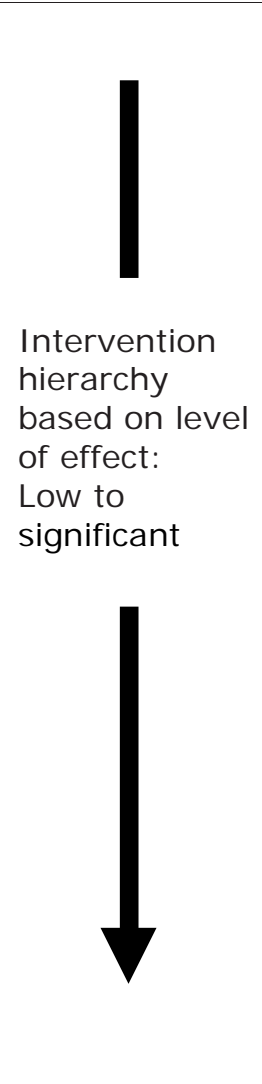
The following management tools for motorcycle parking are similar to those for four-wheeled vehicles.

Competition for motorcycle parking is already high and as competition for public on-street road space increases, it is expected that long-stay or commuter motorcycle parking in the central city will need to shift to commercial off-street parking facilities. It is likely that time restrictions or pricing will need to be introduced to manage demand.

The Council will prioritise short-stay parking and access to facilities and services in the city for motorcycles over long-stay or commuter parking.

The management tools will apply bay by bay and not necessarily be applied to all motorcycle parking bays in all locations in the central city at the same time. The management tool used will reflect the demand and use pattern in that area, which will vary during the day and during the week.

Parking for motorcycles at on-street motorcycle parking bays		
Parking management issue	Parking management tools	
<i>High demand scenario</i>		
Demand for motorcycle parking is minor or alternative private off-street parking is available and being used.	Accept effects.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
Demand for motorcycle parking increases and inappropriate parking more common (such as parking on the footpath).	Increase enforcement to increase compliance.	
Demand for motorcycle parking is high (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds three hours, and non-compliance is high).	Introduce time restrictions to prioritise short-stay parking of motorcycle and to increase turnover of spaces during the periods of highest occupancy.	
Demand for motorcycle parking remains high, (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds three hours, and non-compliance is high).	<ol style="list-style-type: none"> 1. Introduce a parking charge proportional to the road space used per motorcycle during the periods of highest occupancy. 2. Extend charging timeframe to times of the day or week where demand is increasing. 3. Introduce exponential pricing to encourage turnover. 	


Demand for motorcycle parking continues even where exponential charges are in place.	Increase the hourly rates during the periods of high occupancy (over 85 percent).	 <p>Intervention hierarchy based on level of effect: Low to significant</p>
Demand for motorcycle parking continues to occur and price increases have not sufficiently reduced demand (occupancy continues to regularly exceed 85 percent).	Consider shared use agreements with private parking providers or other ways to increase motorcycle parking space supply.	
<i>Low demand scenario</i>		
Low occupancy of on-street motorcycle parking at certain times of the day or day of the week (occupancy of bay space is consistently under 50 percent).	Explore opportunities for shared use of the space at times of low demand.	
Where charges are in place: Low occupancy of on-street motorcycle parking (occupancy of bay spaces is consistently under 50 percent).	Decrease the hourly rate during periods of low occupancy.	
Where time restrictions are in place: Low occupancy of on-street short-stay motorcycle parking continues despite decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Reduce charging timeframe or time restriction.	
After removing time restrictions and charges: Low occupancy of on-street motorcycle parking (occupancy of bay space continues to be consistently under 50 percent).	Consider whether the location and/ or provision of the motorcycle bay is appropriate. Apply the parking space hierarchy for the central city when determining future use of the road space.	

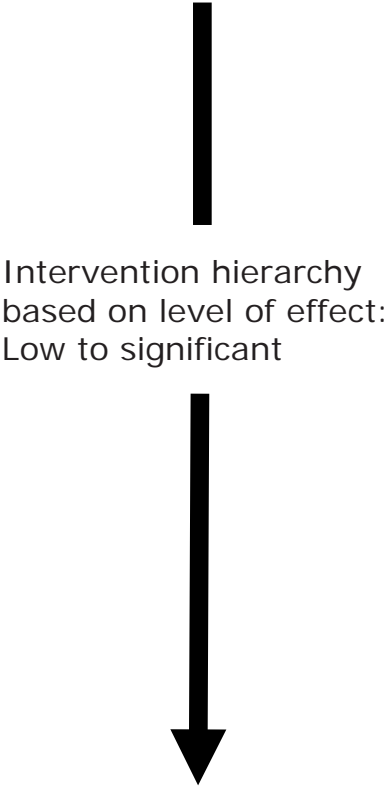
4.6.4 Parking management tools for suburban centres

Our suburban centres are active retail destinations and important for local community services. Parking has tended to be less stringently managed and supply is more readily available in these areas. However, with an increasing population and placing a higher priority on active and public transport over parking on key transport routes, it is expected that parking will be more constrained in the future. Increased tools to manage demand are expected to be needed and are described as follows.

As the population grows, the National Policy Statement for Urban Development 2020 may create a demand shift for more on-street parking, over the next few decades, in areas with good access to public transport.

The following parking management tools will be implemented gradually over time based on the parking space hierarchy for suburban centres as outlined in section 4.4.

Parking management issue	Parking management tools	
<i>High demand scenario</i>		
Demand for parking is minor or alternative private off-street parking is available.	Accept effects.	<div style="text-align: center;">  <p>Intervention hierarchy based on level of impact: Low to severe</p> </div>
Demand for parking increases and overstaying and/or non-payment is becoming frequent.	Increase enforcement to increase compliance.	
Demand for parking is high (occupancy of spaces is often over 85 percent, turnover is low, turnover of spaces is low, and non-compliance is high).	<ol style="list-style-type: none"> 1. Introduce or reduce (if in place) time limit restrictions. 2. Increase enforcement to ensure compliance. 	
Demand for parking continues to increase, (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, and non-compliance is high).	Introduce charges when parking occupancy is high.	
Demand for parking occurs during time periods outside of current charging timeframe (occupancy of spaces is consistently over	Extend charging timeframe into new time periods.	

Parking management issue	Parking management tools	
<i>High demand scenario</i>		
85 percent, non-compliance is high).		
Demand for parking continues to occur and price increases have not sufficiently reduced demand (occupancy continues to regularly exceed 85 percent).	Consider shared use agreements with private parking providers or other ways to increase parking space supply.	
<i>Low demand scenario</i>		
Low occupancy of on-street short-stay parking occurs (occupancy of spaces is consistently under 50 percent at evenings and weekends).	Decrease the hourly rate during the periods of low occupancy.	 <p>Intervention hierarchy based on level of effect: Low to significant</p>
Low occupancy of on-street short-stay parking continues despite decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Reduce charging timeframe for parking.	
Low occupancy of on-street short-stay parking continues despite reducing charging timeframe and decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Remove parking charges and any time restrictions.	

4.6.5 Parking management tools for city fringe and inner-city suburbs

There are many parking pressures in the city fringe and inner-city suburbs and often there is limited commercial and private off-street parking. Residents' parking schemes prioritise residents to park on the street, and coupon parking schemes allow commuters to park close to the city relatively cheaply.

As the population grows, the National Policy Statement for Urban Development 2020 may create a demand shift for more on-street parking, over the next few decades, in areas with good access to public transport.

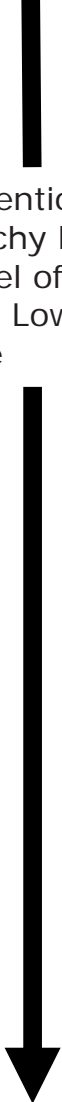
The parking policy introduces a two-stage approach with changes based on the severity of the parking situation. Firstly, where the effect is moderate, the demand can be managed by making changes to the existing scheme. Secondly, if the demand continues or where the effect is severe, introduce the new scheme.

The new scheme is based on a short stay (P120) approach with "resident exempt" permits for eligible residents. This follows the Auckland Transport model introduced gradually from 2016 and enables short-stay visits for tradespeople and visitors at the same time as discouraging daily commuters parking in the city fringe where it conflicts with residents.

It is anticipated that over time all inner-city suburbs, including Newtown, will need to change to the new scheme.

The following parking management tools will be implemented gradually over time based on the parking space hierarchy for city fringe areas as outlined in section 4.4.

Before any new resident-exempt parking scheme can be introduced, funding will need to be secured for a new permitting system and the supporting technology infrastructure. Operational guidelines for a new resident-exempt scheme will be developed and amendments made to the Consolidated Wellington Bylaw 2008 Part 7: Traffic to ensure compliance and enforcement of a new scheme. Once a new scheme is in place, the pre-2020 schemes will be known as 'legacy' residents' parking schemes.

Parking management issue	Parking management tools	
<i>Stage One: parking demand or conflict is minor to moderate, and a current residents' scheme exists</i>		
Demand for parking is minor or alternative private off-street parking supply is adequate.	Accept effects.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
Demand for parking is moderate, turnover is low and there is conflict between users.	<ol style="list-style-type: none"> 1. Increase monitoring and enforcement to ensure compliance with the scheme. 2. Reduce, relocate or remove coupon parking in zones where it conflicts with residents and apply the parking space hierarchy priorities for city fringe to reallocate the parking spaces for active transport and low carbon vehicles. 	
Demand for parking remains moderate; turnover remains low and there is increasing conflict between users.	<ol style="list-style-type: none"> 1. Restrict permits to households where there is no off-street parking (availability of off-street parking determined by whether there is a kerb crossing to a residential address and/ or a valid encroachment license). 2. Reduce permits to households where there is no off-street parking to one permit each. 	
<i>Stage two: parking demand or conflict is significant – introduce new scheme</i>		
Demand for parking is significant (eg, ratio of permits issued to available parking spaces is higher than 2:1). Parking turnover is too low to provide short-stay access for residents. Parking conflict between users is significant. Residents' scheme and coupon permit infringements are high.	<p>Introduce new residents' parking scheme as per below.</p> <p>The introduction of a new scheme will require community consultation and the implementation of a new permitting system.</p>	<p>Intervention hierarchy based on level of effect: Low to severe</p>

Design for a new residents' parking scheme

The introduction of a scheme to an area will be guided by the ratio of households with off-street parking to households with no off-street parking. We will consider introducing a resident-exempt parking scheme in those areas and streets where the proportion of households without any off-street parking exceeds 40 percent.⁶

The following priorities will be applied until the exemption permit limit (85 percent of total available spaces) is reached.⁷

1. Mobility permit holders (with residents parking permits for all mobility permit holders in a household)
2. Electric vehicle owners with no off-street parking
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking (those built after the 1940s but before 2020)
5. Businesses located within the parking zone
6. Second permits for priority dwellings as follows:
 - a) multi-occupied dwellings pre-1930s with no off-street,
 - b) multi-occupied dwelling no off-street
 - c) businesses within the zone with no off-street parking
7. First permit for all existing dwellings with one or more off-street parking space
8. First permit for all dwellings built after 2020
9. Second permits for all other dwellings

following the priorities above until cap is reached.

The new scheme design would be tailored to address specific parking objectives or overcome particular parking issues:

Scheme issue	Scheme design feature
Insufficient on-street parking for residents with no off-street parking and for visitors. Competition for space with daily, predominantly weekday, commuters.	Move and/or reduce the amount of coupon parking. Increase supply for residents and parking turnover for short-stay visitors. In high-demand areas, this may include pay-by-space parking. Provide street space for micro-mobility parking, mobility parks, and car share scheme spaces.

⁶ Based on 2019/20 data as the baseline and categorises off-street capacity to include any of the following: a driveway via a kerb crossing; a garage (whether or not it is actively being used to store a vehicle) or an encroachment licence issued for the purpose of parking. Current data to be used at the time of implementing any new scheme.

⁷ The priority ranking does not determine the number of parking spaces allocated. Multi-occupied dwellings will receive two exemption permits where other criteria are met.


Scheme issue	Scheme design feature
<p>Large resident parking zone areas resulting in people driving within zone to be closer to the central city/shops/ other amenities or people “storing” secondary cars away from their home.</p>	<p>Design smaller exemption zone areas.</p>
<p>Enable closer management of supply and demand, but with enough scope to support short-term visitors and tradespeople.</p>	<p>Cap on overall permits available (85 percent of spaces available). Set annual application and renewal date and only issue permits for 12 months (with refund option for those moving out of an area).</p>
<p>Improve scheme administration efficiency and costs. Inappropriate use of permits. Provide reasonable access by private vehicle for visitors and tradespeople.</p>	<p>Cease the suburban trade permit scheme. Provide a set number of one-day coupons for residents in residential parking zones per annum visitors and tradespeople can use. Introduce online applications and permits.</p>
<p>Support accessibility for disabled residents with limited alternative transport options.</p>	<p>Price differentials possible for:</p> <ul style="list-style-type: none"> • mobility permit holders discount option • multiple permit holders, second permit more expensive.

4.6.6 Parking management tools for outer residential areas

With population growth and the increased use of public transport there is sometimes pressure on Greater Wellington Regional Council’s off-street park and ride facilities causing overspill into surrounding residential streets. There are also informal park and ride situations where people are driving part way to a transport hub, and parking on the street before using public transport. They are often parking for more than four hours on streets close to a bus stop or train station.

In most residential streets in the city this does not cause any conflict with businesses, Council recreation or community facilities, or residents because there are sufficient commercial and private off-street capacity (more than 40 percent of businesses and households have access to off-street parking) to meet the needs of the high priority parking. However, in some streets, at some times of the day or days of the week, the overspill leads to conflict, restricts access or compromises the safety of road users.

The following parking management tools will be implemented based on the parking space hierarchy for residential areas as outlined in section 4.4.

Parking management issue	Parking management tools	
Overspill activity has a minor effect on parking in neighbouring streets.	Accept overspill.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
Overspill activity has a moderate effect on parking in neighbouring streets.	<ol style="list-style-type: none"> 1. Increase monitoring and enforcement to discourage illegal parking activity. 2. Introduce time restrictions. 	
<p>Overspill activity has a significant effect on parking in neighbouring streets.</p> <p>Overspill parking is creating a safety hazard, preventing access for emergency and service vehicles.</p> <p>Illegal parking activity is high (such as parking on the footpath).</p>	<ol style="list-style-type: none"> 1. Introduce parking restrictions and clearways. 2. Introduce a charging regime to manage demand. 	


4.6.7 Parking management tools for Council parks, and sports, recreation and other community facilities

The Council often has off-street parking at many of its sports, recreation and community facilities. They are for the customers and users of Council facilities, reserves, open spaces and sportsfields. These have tended to be managed locally and as required by relevant legislation,⁸ but with increased parking pressure in some areas there needs to be agreed tools to manage demand, especially where this demand is conflicting with the users of the facilities.

At some sites and at some times of the day or week there is overspill on to the surrounding streets, which can have an effect, not only to those trying to access the facility, but also with residents or businesses. Therefore, the parking management tools for the relevant on-street parking area must be considered in conjunction with the parking management tools for this type of off-street parking.


The following parking management tools will implemented based on the parking space hierarchy for Council facilities as outlined in section 4.4.

Note that the parking space hierarchy for this area is for the off-street parking only. Therefore, changes to support active and public transport use to a Council facility, such as a new bus stop close by, need to be considered using the relevant on-street parking space hierarchy.

Parking management issue	Parking management tools	
Demand for parking for users and visitors is minor or alternative on-street parking is available and not leading to conflict with other priority parking space users (such as residents in a residential area).	Accept effects.	 <p data-bbox="1177 1346 1418 1534">Intervention hierarchy based on level of effect: Low to severe</p>
Demand for parking for users and visitors are resulting in more than 85 percent occupancy rates at peak facility times and low parking space turnover.	Introduce a time restriction suitable to the use of the facility (such as a swimming pool, P120 ⁹ , during swimming pool opening hours).	
Demand for parking for users and visitors occurs during time restriction period (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, non-compliance is high, dangerous parking behaviour increases).	Introduce compliance and enforcement measures to deter misuse, such as clamping, towage or fines. Introduce access barriers to the parking areas and restrict access to users/visitors of the facility	

⁸ Wellington Town Belt Act 2016 and the Reserves Act 1977

⁹ Time restrictions for the mobility parking spaces may be longer.

	only during opening/peak use times.	
Demand for parking for users and visitors continues to occur during time restriction period despite compliance and enforcement measures (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, non-compliance is high, dangerous parking behaviour increases).	Introduce parking charges for users.	
Demand for parking for users and visitors occurs during facility opening hours and price increases have not sufficiently reduced demand (occupancy regularly exceeds 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, non-compliance is high, dangerous parking behaviour increases).	Consider increasing off-street parking supply. This may be through shared parking arrangements with existing private or commercial parking facilities or the creation of a new parking facility. Any new parking facility may or may not be managed by the Council and may be a short or long-term solution.	

Note: There is no management measure for the Council’s other off-street parking facilities. The Clifton Terrace parking building is owned by Waka Kotahi NZ Transport Agency, therefore the Council has limited influence over how it is managed. Waterfront parking is managed under the Wellington Waterfront Framework that states that any parking on the waterfront is to support people who visit, live and work on the waterfront and not for commuters. If at any time in the future the management of other off-street parking facilities is moved to Wellington City Council then this parking management tool and associated parking space hierarchy will be applied.

5. Ensuring access for all

A mobility parking permit allows you to park in mobility car parks for longer than the time restriction. Normal parking charges generally still apply.

We are not proposing to change the existing concession for mobility permit holders, which is, to park:

- for one hour over any time restriction of 30 minutes or longer
- one hour over the time that the permit holder has paid for.

This recognises the extra time needed to get to and from destinations.

The method of payment must be accessible and easy to use. Therefore we will continue to provide a meter that accepts coins at each mobility car park.

We will continue to encourage the use of Smart Park (a prepaid electronic meter). In those areas where demand-responsive pricing is introduced, this pricing approach will not be applied to the designated mobility parking spaces in that zone. Instead, a flat hourly rate will apply and the usual concessions outlined above.

This is because mobility parking space need, use and demand does not follow the same pattern as other parking spaces and people with mobility issues do not have the choice to park in a low demand parking space or as readily change their travel plans to avoid peak charge periods.

Monitoring and enforcement of appropriate mobility parking space usage by valid permit-holders only will increase and improve. This is subject to securing funding for technology and infrastructure change.

Note, the implementation of this pricing approach is subject to securing available technology.

