

- Encouragement to use certain parking facilities incorporated in an admission ticket;
- Including the cost of PT passes in the ticket price for special events, such as sports and cultural events. This encourages the use of PT for travel to major events.; and
- Retailer funded reimbursement of PT travel costs. This encourages the use of PT for travel during high retail seasons.

To date, the overflow parking has been adequately managed by coordination and cooperation between Council and the event organisers using shuttle bus services. Well lit, secure and signposted walking paths are needed to be in place in order to properly cater for these events.

## **10. USER SPECIFIC STRATEGIES**

### **10.1 Mobility Parking**

Mobility Parking provides dedicated parking spaces and other parking privileges to disabled people. The scheme is administered by recognised organisations - at this stage, CCS Disability Action and the Sommerville Centre. Only members or people driving members may use Mobility Parking and they must display a current permit. Permits can be used for standard parking spaces and metered spaces for longer than stated times and for time restricted zones.

The current requirements to provide mobility parking facilities, pursuant to the Building Act, are linked to minimum car parking requirements. Where no car parking is provided, as is potentially the case where parking maximums apply, the Building Act provisions in respect to provision of mobility parking by developers are not triggered, so there is consequently no requirement for developers to provide mobility parking spaces. In New Lynn District Plan Change 17 abolished the requirement to provide any parking in respect of central business district sites comprising less than 1000 square metres. The Council is considering whether or not to provide additional on street mobility parking. The Auckland Regional Parking Strategy should address this issue, by giving clear guidelines to territorial authorities either to provide for parking minimums for mobility parking only or to provide additional on street mobility parking, or a combination thereof.

In this context, a parking minimum for mobility spaces will be required. In order that this does not deter intensive on site development, a cash in lieu payment, or development contribution is proposed for Council to provide on street disability parking. On Street disability parking should be sited in consultation with Disability Waitakere Network (DWIN) and any other relevant stakeholder organisations.

### **10.2 Cycle Parking**

Parking for cyclists falls into two broad categories:

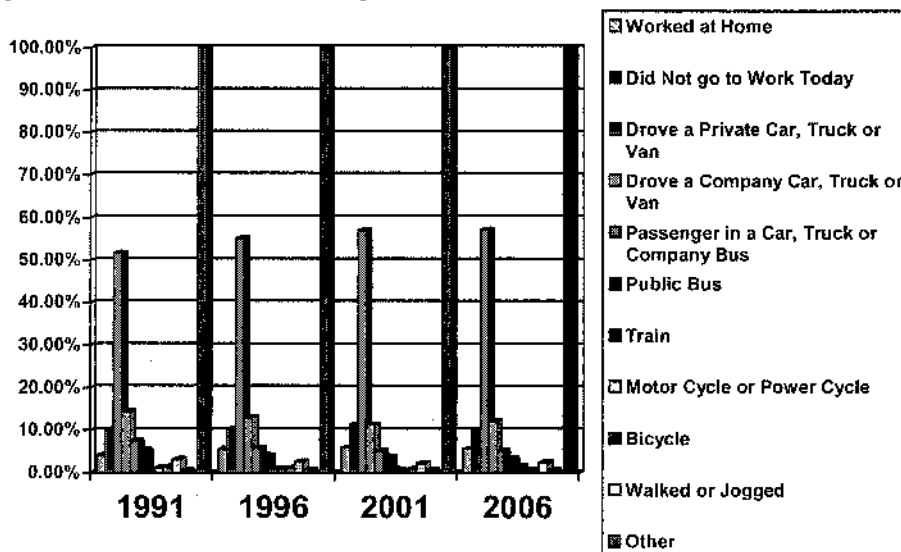
- All day parking for employees and park-and-ride parking at public transport stations
- Short term parking for visitors to shopping centres, offices and other institutions

Waitakere's Walking and Cycling Strategy 2003-2016 articulates a vision of Waitakere as a 'walking and cycling friendly city, where walking and cycling are safe, enjoyable and popular forms of transport and leisure'.

Objective 3 of Walking and Cycling Strategy incorporates a commitment to 'provide sufficient facilities (such as covered bike racks/storage, lockers, drinking fountains, showers, rest stops, and seating) at key locations including public transport nodes, libraries, town centres, leisure facilities, and major parks'.

Waitakere aims to reduce private vehicle commuting by promoting alternatives such as cycling. Over 50 % of commuters work outside of Waitakere and less than 2 % cycle to work (Figure 1). This Plan will have an important role in helping to change current journey to work trends.

**Figure 1 Mode Share for Journey to Work**



As well as increasing cycling, Council aims to increase the satisfaction of residents with the provision for pedestrians and cyclists.

**10.2.1 Design**

- All cycle parking should meet minimum engineering design standards and broadly adhere to the Auckland Regional Transport Authority's (ARTA) *Guidance Note on Cycle Parking Facilities 2007* and to principles of good urban design.
- Cycle parking should be integrated into the planning and design stage of all new highways and planning projects, noting the different design requirements for long-stay and short-stay.
- Cycle parking should be located in areas that provides more priority and convenience and which have more amenity than areas designated for car parking.

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- Council should ensure cycle parking areas connect well to the wider cycle network and that wayfinding signage deals with all types of parking.



#### **Indicative directional signage**

Currently there is no itemised budget for cycle parking however an annual budget of circa \$30,000 for the provision and maintenance of high quality, secure cycle parking; and for data management is required. Additional funding may need to be ear-marked for *cycle-park-and-ride* facilities on case-by-case basis, or as part of a funding package.

#### **10.2.2 Location**

In line with ARTA recommendations Council should facilitate the appropriate implementation of cycle parking in the following priority places:

- Public facilities – where there is an existing demand (i.e. Where bicycles are being locked to other street furniture, trees etc.);
- Public facilities – outside community facilities such as libraries, leisure centres, civic centres, swimming pools, tourist information centres, playgrounds, and public toilets;
- Public transport stations, including train stations and bus terminals;
- Town centres/local shopping centres, potential opportunities to develop long-term bicycle parking in public car parking buildings;
- All new developments or sites which are being redeveloped;
- Intermediate and secondary schools (with a roll greater than 500);
- Major tertiary education facilities;
- Supermarkets, shopping malls/town centres (where there is no public land available for bicycle parking); and
- Individual businesses and other employment centres.

#### **10.2.3 Management**

- Council should carry out a stock take of the current supply of cycle parking and update this as new parking is implemented. The Council should store information on locations in GIS format.
- Council should regularly collect data on the utilisation of bicycle parking (at various times) in order to assess and respond to the demand for additional cycle parking at different locations. The Council should consider setting an implementation target in relation to meeting latent demand.

- Cycle parking should be adequately maintained by integrating the maintenance of cycle parking into the Council's wider maintenance strategy.
- Council should consider evaluating the quality of existing cycle parking in the New Lynn, Henderson and Westgate town centres using ARTA's evaluation form for public cycle parking.

#### 10.2.4 Cycle parking initiatives

- Work on upgrading the Henderson, Glen Eden, Fruitvale and Sunnyvale rail stations together with the double tracking of the Western Line, has provided an opportunity, subject negotiation with Ontrack, to develop a secure walk and cycle way along the rail corridor to provide better access to the Waitakere's town centres and rail stations. Rail trails – walk and cycle ways adjacent to rail lines – have worked well in other parts of New Zealand and overseas in Christchurch notably in Papanui;
- High quality, secure cycle parking at stations, entry points and adjacent to businesses and services along the rail trail should be incorporated into the design plans;
- Council should ensure the appropriate types and mix of cycle parking are provided for in new transport centre developments, particularly in relation to new rail and bus interchanges;
- Council should consider establishing a program to install secure, covered bicycle parking in all schools. Opportunities for match funding from schools and sponsorship from private businesses should be investigated; and
- The installation of cycle parking in workplaces should be promoted and employers wanting to implement cycle parking supported with advice and guidance on good practice.



**School bicycle parking**

- Council should continue to support allowing bikes on trains at off peak travel times and advocate for bike to be allowed on trains at other times.

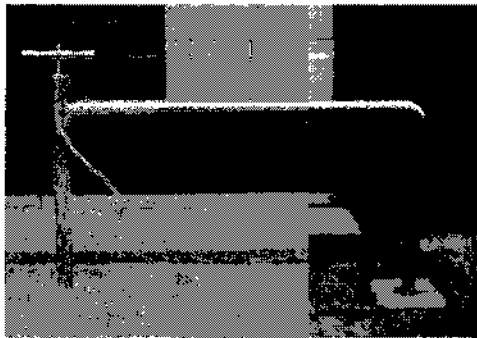
Council should also advocate for the removal of the fee to take a bike on a train

- Council should support an investigation of the feasibility of bike racks on buses servicing key bus routes.



*Cyclist taking bike onto train, Panui Raii Station*

- Wherever possible, and in particular at rail and bus stations, Council should seek to integrate cycle parking with other end-of-trip services and amenities such as eateries, showers, lockers, toilets and drinking fountains.



#### **Bike parking stand incorporating bike pump**

Waitakere aims to achieve quality high-density development in and around the New Lynn, Henderson and Westgate town centres, and along other major transport corridors (Waitakere City 2006). Development standards for cycle parking provision are becoming increasingly relevant as residential densities and multi-story development increase. Developers are additionally recognising that quality walking and cycling facilities and access can add to the marketability of developments.

Council will adopt and utilise *cycle parking ratios for development* recommended by ARTA and the associated written guidance.

Waitakere should ensure that the need for cycle parking in new developments is consistently and correctly assessed and that cycle parking is appropriately provided or development contributions obtained for the provision of cycle parking,

in line with the requirements of the *Local Government Act 2002* and the *Resource Management Act 1991*.

Council should ensure that when they are reviewed, relevant Council plans and strategies are updated to reflect the recommendations adopted from this study.

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Proposed ratios for bicycle parking for developments (ARTA)

Table 15:

Development	Type 1 (min. of 2)	Type 2	Type 3	Type 4	Type 5	Showers	Lockers
Shopping malls / retail areas		1 for each 10 car parking spaces required as part of the D.P. for public areas.		1 per 10 to 15 employees.		✓	✓
Primary school	1 per 500 students and staff at the school, located outside the school office.			1 per 10 to 15 employees.		✓	✓
Intermediate school	1 per 200 students and staff at the school, located outside the school office.			1 per 10 to 15 students and employees.		✓	✓
Secondary school	1 per 500 students and staff at the school, located outside the school office.			1 per 10 full-time equivalent students and 1 per 10 to 15 employees.		✓	✓
Tertiary education facility	1 per 800 m <sup>2</sup> of office space located outside the main entrance of each department		1 per 10 to 20 students	1 per 10 to 15 employees.		✓	✓
Residential apartment	1 per 20 units located outside the main entrance.			1 per unit.			
Office building	1 per 800 m <sup>2</sup> located outside the main entrance/s.			1 per 10 to 15 employees.		✓	✓
Industrial				1 per 10 to 15 employees.		✓	✓

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Development	Type 1 (min. of 2)	Type 2	Type 3	Type 4	Type 5	Showers	Lockers
Recreation facilities		1 per 10 to 20 visitors.		1 per 5 employees		✓	✓
Hospitals		1 per 50 visitors		1 per 10 to 15 employees.		✓	✓
Places of assembly including churches, movie theatres, sports arenas and stadiums.		1 per 50 visitors.	1 per 50 visitors.	1 per 10 to 15 employees.		✓	✓
Public gatherings, outdoor concerts, markets etc. which are not held in a normal place of assembly.							

1 per 50-200 people (per day or event) predicted to attend the event depending on accessibility of venue.

### 10.3 Motorcycle Parking

Motorcycle parking is generally treated no differently to that of cars in this parking plan. Additional spaces for motorcyclists can be created by reviewing the design of all existing public parking facilities in the City. If vehicles are to be charged for parking, this should apply equally to motorcycles, however they will require slightly different technology as a motorcycle cannot safely display a ticket. As world oil supplies dwindle increased demand for motorcycle parking can be expected.

As motorcycle parking on footpaths is inconsistent with universal access requirements in Waitakere, it is necessary to provide adequate alternative on and off-street parking for motorcycles.

There are no applicable Australia/New Zealand standards relating to the number of motorcycle spaces that should be provided on or off-street related to the number of car parking spaces. As car parking spaces can be easily divided into 2 motorcycle spaces, there is flexibility to convert spaces depending on demand.

The general approach in Australia is to provide motorcycle parking on-street and in car parks to meet demand in support of more sustainable transport. In Melbourne discussions are held regularly with the Motorcycle Advisory Council on additional safe parking.

In recent years, an increasing number of zoning regulations have contained provisions for bicycle and motorcycle parking. These provisions have been handled in some jurisdictions by relating bicycle and motorcycle bays to the number of motorcar parking spaces required. For motorcycles, the number of bays required may be set at 2% of the car spaces but not to exceed 10 motorcycle bays in any one parking facility. Provision of motorcycle bays generally is not required in car parks containing less than 50 spaces.

Motorcycle parking bays in off-street locations are usually provided in groupings in response to demand, e.g. near educational institutions, entertainment areas, shopping centres. Exclusive parking bays for motorcycles may be provided free, time restricted or controlled by parking meters in accordance with Australian Standard AS 1742.11.

Motorcycle parking is self-regulating if parking areas are left unmarked. This approach can be an effective method to maximise the available parking space.

Motorbikes should generally have the same parking options and regulations as cars. Off-street car parks can offer discount rates for motorbikes simply because they take up less space and many cities offer some free off-street parking for motorcycles at a few locations.



**Off-street motorcycle parking**

#### 10.4 Park and Ride Facilities

Park and Ride facilities provide parking for people transferring to another mode of transport to complete their journey (e.g. catching a bus or train).

Any Park and Ride facilities within Waitakere will primarily be catering for commuters who do not have access to the public transport system and who process to work whether in Waitakere or the region. However, park and ride facilities may also be used by people for accessing another mode of transport to events or the Waitakere Ranges or beaches on the west coast.

Although there are compelling reasons for providing park-and-ride, there are many risks which require to be managed:

- Park and Ride can promote sprawl and long distance travel.
- Park and Ride can occupy valuable land immediately adjacent to Public Transport services that may be better suited to intense mixed use development in the medium to long term.
- Park and Ride can compete with local bus feeder services, reducing their patronage and their cost effectiveness.
- At some point the question will arise as to whether the facilities should be expanded (upwards or outwards) and this raises the question of whether charges should apply to manage demand.

In the short term, however, it is clear that there are benefits, but that the standard of passenger transport available must be of sufficiently high quality, in order to attract and retain patronage.

It is generally accepted that in order for commuters to use a Park and Ride system, the overall time and cost of the Park and Ride journey must be perceived by the driver as being less than that for a car only journey. This generally requires the following conditions to be in place:

- A limited and high cost public car parking system packaged with limited private off-street free car parking in the central areas served by the Park and Ride system;
- A fast public transport service relative to the car;
- A frequent and reliable public transport service between the Park and Ride facility and the central area, with adequate capacity, on-site security and a pleasant travelling environment;
- A competitive fare for the Park and Ride journey to/from the central area;
- Secure car and bicycle parking facilities located within a short walking distance to the Park and Ride bus stop/train station; and
- Congested road conditions along routes into the central area.

Policy Action 8.1 of the Draft Auckland Regional Parking Strategy states that "park and ride facilities should be located:

- In advance of areas experiencing major traffic congestion;

- Where they are well served by local roads of district arterial classification or higher;
- To avoid the potential negative impacts on sustainable land use development;
- Where there is a quality, direct, relatively frequent passenger transport link between the park and ride site and the destination. (The total trip should be "competitive" with the use of the car taking into account total travel time, out-of-pocket expenses, reliability, comfort etc.); and
- Park and ride should not be located adjacent to stations or interchanges in centres where transport oriented development[s] are planned unless the parking is viewed as an interim use retaining the land for future (high-density) development."

This is the policy position of Waitakere City Council.

#### **10.4.1 Park and Ride on ONTRACK Land in the Rail Corridor**

The rail corridor in Waitakere is designated for "general railway purposes" in the District Plan. This means that this land can only be used for rail purposes, of which park and ride for rail customers is one. This means that any other development other than for railway purposes would require a change to the rail designation in order to allow this to proceed. ONTRACK has publicly signalled its reluctance to sell railway land which means that there are some land parcels, such as the site for the planned Henderson park and ride, for which park and ride is most likely the best possible use of that land. This would appear to exclude the use of charging for such park and rides, as ONTRACK has indicated that such charging would mean that a commercial lease rate would be applied rather than the usual peppercorn lease for such facilities.

#### **10.4.2 Short-term vs. Long-Term Park and Rides.**

The draft Regional Park and Ride Strategy considers that there is a role for short-term park and rides by stating that "a classic example would be a location that is envisioned as a town centre in the Auckland Regional Growth Strategy, but where there is currently no development or development pressure." This fits with the criteria of the Draft Auckland Regional Parking Strategy which states that "park and ride should not be located adjacent to stations or interchanges in centres where transport oriented development[s] are planned unless the parking is viewed as an interim use retaining the land for future (high-density) development."

#### **10.4.3 Charging for Park and Ride Parking**

The availability and security of Park and Ride is a major element affecting drivers as they are generally time sensitive when parking prior to using public transport. Drivers would rather pay and be confident of obtaining a space in a secure area, than take time searching for a vacant bay. However payment for Park 'n Ride must also provide value for money as public transport users are generally price sensitive.

The decision whether to charge for Park and Ride parking needs careful consideration, and regular review. It is always difficult to get drivers to change

their travel habits and switch from a private car to a more sustainable mode. This becomes increasingly difficult for motorists that have tried it and had a bad experience. It is far harder to convince that driver to try again.

Waitakere's town centres on the rail line all perform a Park and Ride function. The cost of on-street parking in these town centres, when coupled with the return fare by public transport to Auckland CBD should be less than the cost of parking in the CBD, but more than the cost of using public transport to commute to work in Henderson. This will then encourage both sets of commuters to use public transport.

A significant amount of money is being invested in measures such as providing Park 'n Ride facilities, in order to encourage patronage of the more sustainable modes of transport, thereby reducing congestion and benefiting the environment. Thus, although there is clearly a high financial cost to providing such parking free of charge, there are also significant benefits. In order to reap those benefits, it is crucial that spaces provided for Park 'n Ride commuters are not abused by non-riding drivers such as commuters working nearby. In locations such as Henderson, it is quite likely that people working locally will take up some of the Park 'n Ride spaces, unless there are suitable measures to discourage this.

Advice received by the Council states that "consideration should be given to introducing a charge for the use of park and ride facilities to at least cover the costs of providing security. It is important to ensure that the facility is available for its stated purpose and is not used by commuters working nearby. The most effective method is to introduce a pay and display ticket system into the Park and Ride car park, but to incorporate the parking ticket cost into a pre-purchased public transport fare. This will discourage commuters who use the car park but not the public transport. It would, however, require the support of ARTA, who are responsible for the planned introduction of electronic integrated public transport ticketing. This, therefore, requires a regionally-integrated approach.

An exception could be made for frequent rail or ferry travellers travelling on monthly passes as these users are contributing the most to reducing vehicle kilometres travelled and hence their own carbon and ecological footprint. Ideally, this would be delivered through the integrated ticketing system that ARTA is in the process of developing. However, this would have the disbenefit of these users not contributing to the costs of constructing, maintaining and providing security for park and ride sites which would likely fall on the Council.

Park and Ride facilities will also be used outside of normal working hours especially if they are close to a town centre (Henderson, Glen Eden, and New Lynn) and if they are linked to quality pedestrian access especially to after hour destinations. Using user pay principles, a flat fee charge can be imposed for this after hour parking.

Other exceptions would be for bicycle parking and for carpool spaces at park and rides.

#### *Implementation*

The citywide plan is to provide and manage park and ride facilities at the following locations:

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#### *Rail*

- Glen Eden
- Sunnyvale
- Henderson
- Sturges
- Swanson
- Waitakere

#### *Ferry*

- Westpark marina
- Hobsonville ferry terminal

#### *Bus*

- Massey North – from 2011 to 2021 only.

### **10.5 Heavy Commercial Vehicle (HCV) and Service Vehicle Parking**

Service vehicles are vital to the operation of a town centre as a shopping, business, entertainment and civic centre. Service vehicles are defined as HCVs, delivery vehicles, couriers, waste collection vehicles, tour coaches and similar vehicles. They should have a high priority for allocation of limited on-street parking spaces.

The likely demand for HCV Parking (during peak and off-peak hours) across Waitakere City is unclear. Anecdotal evidence from weekend site visits indicates that a demand for HCV parking is likely to be required where provision for parking onsite does not exist. For example a private, individual heavy vehicle operator is parking within an industrial estate or potentially a residential street during week day evenings and weekend periods.

Enhancing the economic viability of the town centres and encouraging the provision of more jobs in Waitakere City will require adequate parking provision for service vehicles. However, planning requirements should consider whether, in relation to larger developments, provision should be made for service vehicles within the development itself.

Loading zones should not be provided unless off-street loading facilities are not available. They should cater for the needs of legitimate goods carrying vehicles only. These vehicles are usually permitted to stand in a loading zone for 30 minutes while engaged in picking up or setting down goods. Private use motor vehicles should not be entitled to park in loading zones.

The criticism of limited turnover in loading zones is usually because of the absence of any clear indicator of arrival time and allowable parking time when a driver arrives. A greater awareness by the driver of the time available and the probability of detection for overstay is necessary to achieve more efficient access and parking availability.

Access for service vehicles is best protected by the installation of low fee parking meters in loading zones. As described previously, ticket parking greatly assists the effectiveness of enforcement

Vehicles that are 7.5 metres or longer, or weigh more than 4.5 tonnes, should not be permitted to park for longer than one hour within 100 metres of residential land. This regulation applies to trucks, trailers, large caravans, buses and vehicle/trailer combinations. The only exceptions are trucks that have broken down, or vehicles carrying out emergency repairs or making deliveries.



**Weekend HCV/LCV parking, off Henderson Valley Road, Waitakere**

To effectively manage and control the location of HCV parking, Council may wish to consider the following avenues of investigation to determine if HCV parking policies (bylaws) are appropriate.

- Investigate and determine the actual demand for HCV parking provisions and how best to accommodate or manage these provisions within the City (peak and non-peak periods). Factors affecting the existing location of HCV parking are likely to take into account the proximity of actual demand to primary and secondary freight routes;
- Investigate the opportunity to designate an off street area for overnight HCV parking. This could be either in a monitored area, such as a public car park facility, or park and ride facility. The establishment of such a provision may be an all purpose-built area for HCV parking that could be owned by ARTA, Council or conversely may attract a private sector investor. The level of security provided on site may also vary, but should

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be sufficient to encourage usage and discourage parking of HCVs on roadsides;

- Investigate where on-street parking or overnight parking for HCVs may be permitted determining if HCV parking is free or charged (this rate may vary for all day parking versus overnight parking). If a fee is imposed this may operate either as a permit issued on a monthly basis or parking ticket systems installed within the area. Penalties on HCVs parked in non authorised HCV parking areas may assist Council in the enforcement and management of HCVs parked within the city. This would be controlled via regulatory bylaws and communicated to freight operators by for example freight forums, freight maps etc.

International Examples of HCV Parking include:

- Singapore designates overnight parking areas for HCVs in local industrial estates and public parking lots. The rates applied to both local and international HCV users are a flat fee which varies between an evening weekday and weekend rate; and
- The UK provides similar provisions for lorry parking. The Hull City Council is one such Council who have provided a purpose-built lorry park on the periphery of the city that was constructed as part of a shared park and ride facility. Similar provisions in the UK have received favourable reviews from insurance companies, given the low risk of theft or damage resulting from overnight parking in a secure area.

Both international examples demonstrate the opportunities available to transport agencies to address HCV parking.

The benefits of addressing HCV Parking Management issues include maintaining a high standard of industry and city wide streetscape.

### **10.6 Parking on Cycleways**

One of the issues with on-street cycle lanes is a perception that the removal of on-street parking may be required. This can be seen as negatively impacting on residents and businesses. The width of the road will determine whether parallel parking can be accommodated alongside cycleways. The location will determine if in fact there is demand for parking. In areas of high demand, such as around schools, recessed parking may resolve this issue.

### **10.7 Parking on Arterial Roads**

As a general principle, the safe and efficient movement of people and goods should have priority over on-street parking on arterial roads.

Parking should only be permitted where it does not compromise safety or add to traffic congestion. This can require the use of no stopping at all times controls (broken yellow lines), or can be limited to the prohibition of parking during peak periods only through the use of clearways (including bus and transit lanes).

An exception can be made where permanent on-street parking on a section of an arterial road makes a key contribution to the economic vitality of a centre or corridor served by the arterial. However, any permanent on-street parking must

be accommodated safely and without compromising the overall effectiveness of the arterial network in moving people and goods. Where this cannot be achieved, alternatives such as the provision of convenient, accessible off-street parking or parking on side streets should be developed.

Where sufficient width is available, the use of recessed or indented parking can provide permanent parking adjacent to the road space required for the movement of vehicles.

ARTA policy supports and encourages the use of parking restrictions on regional arterial roads to allow the free flow of people and goods. The safe and efficient movement of people and goods should have priority over on-street parking. Where on-street parking on a regional arterial is regarded as particularly important to the vitality and economy of adjacent land uses, it may be acceptable, provided that the parking can be achieved in a way which does not compromise the overall safety and effectiveness of the arterial route. If this is not the case an alternative solution should be found.

### **10.8 Recessed Parking**

Where sufficient width is available, the use of recessed or indented parking can provide permanent parking adjacent to the road space required for the movement of vehicles.

Recessed parking refers to the provision of permanent parking adjacent to the carriageway in parking bays set in the road berm. The parking is typically short stay, visitor parking. Recessed parking can support the economic vitality of a centre and can provide a buffer between pedestrians and the moving traffic stream. It can also be used to provide landscaping such as street trees.

In locations where kerbside parking operates all day, kerb extensions can be used to shelter the parking from the adjacent lane, reduce traffic speeds through a town centre, reduce the road crossing width for pedestrians, and provide opportunities for landscaping.

Priorities are set according to roadside activity in the order of schools, shops and then other public facilities.

Sub-prioritisation is by points allocated for: accident record, importance of road, traffic and pedestrian volumes, congestion, passenger transport, existing traffic and pedestrian facilities, cost and any financial contribution from affected parties.

## **11. PARKING MANAGEMENT PLANS**

Detailed plans for dealing with specific parking issues in each town centre in the short, medium and long term will allow local issues to be considered, and transitional arrangements permitted in line with broad transport policy and strategic plans.

**Parking Management Plans** are targeted to:

- identify parking supply and management policies and actions to support the short and longer term development of the centre with specific emphasis on land use intensification and supporting the centre's economic viability and vitality
- integrate parking policy and management and the location of off-street parking facilities with committed and planned transport improvements with particular emphasis on public transport infrastructure and service improvements, the pedestrian and cycle networks and urban design objectives
- Better internalise the cost of parking in decision making and, over time, to generate a rate of return on public parking facilities which reflects the opportunity cost of capital.

### **11.1 Objectives**

Parking Management Plans for each town centre are targeted to:

- Identify parking supply and management policies and actions to support the short and longer term development of the centre with specific emphasis on land use intensification and supporting the centre's economic viability and vitality;
- Integrate parking policy and management and the location of off-street parking facilities with committed and planned transport improvements with particular emphasis on public transport infrastructure and service improvements, the pedestrian and cycle networks and urban design objectives;
- Better internalise the cost of parking in decision making and, over time, to generate a rate of return on public parking facilities which reflects the opportunity cost of capital; and
- Ensure an equitable cost of parking for drivers.

### **11.2 Principles**

The following principles apply to development of the Parking Management Plans:

- Make effective and efficient use of the available parking supply;
- Support the economic vitality of the town centres and growth corridors while facilitating the attainment of the strategic land use and transport objectives;
- Manage the negative impacts of over or under supply;
- Manage public parking spaces to favour the highest priority users;

- Encourage and facilitate the sharing of parking spaces among different users, where appropriate, to reduce the total amount of parking required;
- Provide flexibility to accommodate changes over time, particularly the potential for reductions in long stay/ commuter parking demand;
- Provide quality through good user information, and safe, accessible and conveniently located parking spaces; and
- As far as practicable, ensure that providers take the full cost of parking provision including the capital costs into account in decision making.

### 11.3 Content

The Parking Management Plan should deal with parking in a comprehensive manner which takes into account the needs of visitors, residents, employees and businesses and the centre's strategic land use, transport economic and social contexts.

It should include the following:

1. A concise description of the current situation for the centre including:
  - A brief description of the parking studies to date;
  - Relevant district plan policies and rules including proposed plan changes; and
  - An analysis of the available data on parking supply, pricing, location, regulation and utilisation for the centre.
2. A description of the:
  - Land use development strategies and policies applying to the centre;
  - Planned improvements to the transport network accessing and within the centre (road network, public transport infrastructure and services, pedestrian and cycle networks);and
  - Environmental, social and economic objectives for the centre.
3. A discussion on the overall relationship between parking supply and demand for the centre. This should include the identification of issues relating to short stay and long stay parking, on-street and off-street parking, residential parking, and public parking and private non-residential parking.

This should describe:

- Measures to ensure an appropriate supply of well located and accessible short-stay (visitor) parking;
- The supply, location and provision of public long stay (employee or commuter) parking;
- Parking for bicycles and alternatives to the single occupant car;
- Measures addressing truck parking – both provision and regulation;
- Parking strategies for events;
- Parking for people with disabilities;

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- Improved signage;
- Identifying an appropriate role for park and ride for travel to the centre and within the centre at a public transport station or interchange;
- Recommendations on changes to parking standards for new developments or redevelopments which take into account the land use strategy for the centre and changes to its accessibility by non-car modes of travel;
- Measures for reducing the amount of space required for parking including encouraging/ facilitating shared parking;
- Measures for reducing any current oversupply of parking for the centre over time in a way which does not adversely impact on the economy of the centre as a whole;
- Measures for protecting adjacent residential areas from the spill-over effects of parking management measures which reduce the supply and increase the cost of all day commuter parking in the centre;
- Indicative costs;
- Ongoing monitoring;
- The phased implementation of a package of measures including co-ordinating the introduction of measures with improvements in accessibility by public transport and other alternatives to the single occupant car. The plans will provide detailed guidance over a 30 year planning horizon in relation to management and control of parking together with a process for the phased implementation of a place based package of measures as the centres move to higher density. The geographic and temporal measures will be highlighted both in a map and a timeline; and
- Identification of important pedestrian routes including streets from dedicated parking areas to main streets and key destinations within the centre.

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## 12. CONCLUSION

This Plan sets out policies and actions in relation to the provision and management of parking in Waitakere City from 2009 to 2040.

This Plan aims to contribute to city and regional strategies for growth and transport and contribute to Waitakere as an eco city. A major focus of this Plan is to ensure that it supports growth in centres by encouraging provision of adequate parking and by managing parking to get the best use of that parking. This is achieved through a balance of the need for vehicular access and other forms of transport and the requirements for growth in centres.

This Plan is intended to be updated as new information becomes available and progress is made on its implementation. This Plan is intended to be reviewed every 3 years.



Waitakere City Council

**Henderson Town Centre  
Parking Management Plan**

Consultation Draft

FEBRUARY 2009

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# HENDERSON TOWN CENTRE PARKING MANAGEMENT PLAN

## 1 INTRODUCTION

### 1.1 Purpose

The purpose of the Henderson Town Centre Parking Management Plan (this PMP) is to support the delivery of intensified growth within Waitakere envisaged in the draft Growth Management Strategy for Waitakere City (August 2006).

This will achieve its purpose by giving effect to the Waitakere City Parking Plan and to the parking policies contained in the Waitakere City Transport Strategy 2006-2016 and the Auckland Regional Parking Strategy. As a non statutory plan, it will be implemented within the framework provided by the Waitakere District Plan and the Parking and Driveway Guideline of the Code of Practice.

Accordingly, this PMP outlines the implementation of Council policies relating to the development and management of parking facilities within the Henderson Town centre over the period of the life of this plan to 2040.

### 1.2 Scope

This PMP is intended to cater for the needs of all road users, including pedestrians, cyclists, motor cyclists, motorists (including the mobility impaired) and freight carriers within the geographic area of the Henderson Town Centre. The area covered by the Plan is shown bounded by the red line in the attached map.

To achieve its purpose this PMP will:

- Identify parking supply and management policies and actions to support the short and longer term development of the centre with specific emphasis on land use intensification and supporting the centre's economic viability and vitality;
- Integrate parking policy and management and the location of off-street parking facilities with committed and planned transport improvements, with particular emphasis on public transport infrastructure and service improvements, the pedestrian and cycle networks and urban design objectives;
- Better internalise the cost of parking in decision making and, over time, aim to generate a rate of return on public parking facilities which reflects the opportunity cost of capital; and
- Ensure parking charges are implemented in a way that allows car drivers and businesses to adjust without undue dislocation.

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### 1.3 Background

This PMP has been developed using the content and advice contained in a number of Parking Studies, all of which are available on the Council Website [www.waitakere.govt.nz](http://www.waitakere.govt.nz):

*Sinclair Knight Merz*

**Henderson Parking Study** - July 2008

**Corban Estate Parking Study** - January 2008

*McCormick Rankin Cagney & Victoria Transport Policy Institute*

**Strategic Parking Report** for Waitakere City Council -- March 2008

*ARRB Consulting*

**Waitakere Parking Study** – May 2008

**Parking Management Plan Henderson Town Centre**– August 2008

### 1.4 Vision for Parking in Waitakere in 30 years

In 2040 sustainability will be one of the foremost considerations in decision-making, and parking policy and operation will support Waitakere City's Eco City objectives and help safeguard Waitakere's unique urban character and rural environment.

The mobility of people and the efficient movement of goods and services will be by a range of modes, with increasing emphasis on walking in and around town centres. Parking restraint will be a key Traffic Demand Management tool to manage traffic and to make the most efficient use of space in town centres and growth corridors.

Parking Management will be a significant tool in achieving intensive and vibrant mixed use development in town centres and thereby reaching the density targets for residential and employment as set out in the Draft Waitakere City Growth Management Strategy.

In supporting sustainability, densification and mobility, parking policy and operation will be characterised by:

- A majority of residents and employees in the town centre will rely on walking, cycling and public transport for everyday travel, to such an extent that car ownership will not be necessary;
- All on-street parking in the town centre will be charged based on length of stay;
- There will be very little off-street at-grade parking areas - any off-street parking will be largely hidden from view in either basement parking, parking at rear of building frontage, or deck parking;
- District Plan Rules, codes of practice and TMA arrangements regarding parking, will support land use policy including high density mixed use and high amenity environments in the town centre;
- Public provision of cycle parks in town centres will be incorporated into car park buildings and/or separate parking facilities;
- Community bicycles will be available for use throughout the town centre and will be prominent on the footpath in specific places in the town centre;
- Management systems will be built on a quadruple-bottom-line model, considering economic, environmental, cultural and social impacts;

- Car parking spaces will generally be smaller to reflect more compact vehicles (and a variety of different types of vehicles) being used in the town centre;
- The core part of the town centre will have very little parking, with most parking outside the core;
- All town centres will have adopted a transport hierarchy, prioritising pedestrians, and giving the lowest priority to motor vehicles, with a variety of other transport options in between;
- Council will have worked closely with NZTA to find ways to reduce the variety and quantity of parking signage in the town centres;
- The available parking will be fully used at most times of the day - there will be a recognised shortfall in parking;
- The ratio of publicly provided short stay parking will be higher than publicly provided long stay parking;
- Parking for disabled people will be provided to the required standards; and
- Effective navigation integrated with in car systems will ensure efficient wayfinding.

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## 2 SUMMARY

This PMP is designed to give effect to comprehensive parking management and adequate provision in the Henderson Town Centre between 2009 and 2040.

The purpose of PMP and its status as a non statutory policy document are clarified. The scope of the PMP includes all types of parking (all vehicles and cycles, on-street and off-street, public and private) within the area defined in the attached map.

The current regulatory approach is described, as is the number (and use) of on-street and off-street parks, park and ride and car park buildings and the extent of parking.

Key outcomes are identified, including the efficient use of parking, promotion of sustainable transport, efficient use of vehicles and the contribution to growth targets for population and employment.

The actions to be taken in the first and second 5 years, second 10 years and third 10 years are outlined.

A regulatory approach is set out, covering the introduction of parking maximum standards; and mobility parking including a proposed policy to collect development contribution if not provided off-street.

The section on parking management sets out the general approach to the following management techniques:

- Managing Spill-over effects from new developments;
- Car Parking Buildings - to provide for adequate short term parking to support intensified development and replace short term parking lost to new developments;
- Parking Hierarchy for Henderson Town Centre - which establishes priority levels for different types of parking;
- Park and Ride - should be regarded as a transitional activity in Henderson Town Centre;
- Shared Paring - Council is encouraging practical shared parking initiatives that seek to ensure that parking resources are, where possible, accessible to a range of users;
- A Henderson Transport Management Association - to facilitate shared parking, and parking education programmes;
- Motorcycle Parking - can reduce the amount of space required for parking and by so doing reduce development costs;
- Bicycle Parking - to meet the guidelines for bicycle parking for such facilities as stated in ARTA's Guidance Note for Cycle Parking Facilities 2007;
- Heavy Commercial Vehicle (HCV) Parking - should only be permitted on street in the Henderson Town Centre in industrial areas outside of normal working hours;
- Wayfinding - A parking signage and wayfinding system will be implemented;
- Pedestrian Routes - walking routes between off-street parking facilities and key locations such as the town centre core, community facilities and a transport interchange, will be direct, safe and pleasant; and
- Education - the broader environmental, economic and social impacts of parking are rarely understood or appreciated by motorists;

The requirement to update and/or review the PMP and its component policies is identified.

The conclusion describes what is hoped to be achieved from implementing this PMP.

### 3 THE CURRENT SITUATION

#### 3.1 Strategic Direction - Henderson Town Centre

In 2006 Henderson had a population of about 5,250 people and 8,400 jobs. The Growth Management Strategy projections for Henderson are 3,800 households or approximately 9,900 people and 12,000 jobs by 2021, increasing to 5,300 households or 13,800 people and 17,300 jobs by 2057. These figures include the surrounding residential areas and the employment area west of Henderson Valley Road.

Key principles in planning for Henderson are to:

- Guide intensification in and around the town centre;
- Encourage mixed use development and improve the quality of the built environment;
- Improve walking and road linkages to give better access to public transport;
- Encourage a range of economic activities to sustain a robust economy in an adaptable innovative and dynamic way;
- Reduce the impact of cars on the local community and environment; and
- Develop the streams and the green networks and improve the leisure facilities.

#### 3.2 The Transport System

Henderson is on the Western rail line. The Henderson Station has recently been upgraded and very successfully integrated with the development of Waitakere City's new Waitakere Central civic centre and administration building.

The rail line is being double tracked to Swanson and will also be electrified. Electrification is currently expected to be completed in the year 2013. Additional refurbished rail rolling stock is in place and new electric multiple units will be introduced on completion of the electrification. All stations on the suburban rail system are being upgraded with good quality shelters, information, seating, lighting and security surveillance.

Park and ride facilities are in place or are to be provided at the Swanson, Ranui, Sturges Road, Sunnyvale, and Glen Eden Stations.

Great North Road through Henderson is a major bus route and is part of ARTA's Quality Transit Network. Henderson can be accessed by bus from all suburbs of the city. A bus stop is located on Rainside Avenue next to the rail station allowing easy interchange between rail services and some bus services.

ARTA is proposing to redesign the bus system serving Waitakere City to create major hubs at New Lynn, Henderson and, to a lesser extent, Westgate. All bus services from surrounding areas, with the possible exception of some express services, will terminate at the hubs. This should enable the local services to be more frequent and reliable as buses are no longer travelling all the way to the CBD. Those heading to the Auckland CBD will have the option of bus services from Henderson via the motorway or Great North Road, or train services. Implementation is currently scheduled for mid to late 2009, but may be delayed.

The Council's 10-year plan currently proposed new road connections include the Hickory Street-Dora Street underpass, which will greatly improve access across the rail line, a new access to the Corban Estate from Henderson Valley Road, and a proposed link between Trading Place and Alderman Drive, which will also improve the pedestrian linkage between these streets.

The proposed Alderman Drive/Trading Place road construction project includes the reconstruction of Alderman Road east of Ratanui Street, the conversion of the intersections with Sel Peacock Drive and Edmonton Road to traffic signal control, and the construction of a new road link from the Alderman Drive/Edmonton Road intersection to Trading Place. This link will have two traffic lanes and cycle lanes. Cycle lanes will also be provided on Edmonton Road. The project affects both the Falls Park and Oratia Stream pay and display parking areas.

Completed cycleways include Twin Streams and Millbrook Road cycleways along the streams west of the town centre and along its eastern edge. The Opanuku Stream cycleways northern end is at Great North Road, while the Millbrook Road cycleway ends/starts at Edsel Street; and

Cycle projects have been proposed for Edmonton Road, Te Atatu Road and Lincoln Road.

### 3.3 The District Plan

The Henderson Town Centre is zoned 'Community' over the area bounded by the rail corridor, Alderman Drive, Vitasovich Avenue and Dora Street. North of Alderman Drive to Buscomb Avenue and to and across Sel Peacock Drive and south of Dora Street to Cranwell Street the zoning is 'Community Periphery'. To the west the land between the rail corridor and Henderson Valley Road is zoned 'Working', and the Corban Estate is zoned 'Special Area'. The residential areas round the Henderson Centre are zoned 'Living 5'.

In the area zoned Community (Environment), the parking standards for non-residential permitted activities are:

- One parking space per 25 m<sup>2</sup> Gross Floor Area for ground floor activities.
- One parking space per 35 m<sup>2</sup> Gross Floor Area for activities on other floors.

In the area zoned Community Periphery, the parking standards for non-residential permitted activities are:

- Retail activities - one parking space per 16 m<sup>2</sup> Gross Floor Area.

Other non-residential activities - one parking space per 30 m<sup>2</sup> Gross Floor Area.

This indicates that over the short to medium term the emphasis should be on making effective use of the available public parking in central Henderson.

### 3.4 Availability of Parking

There are approximately 846 on-street parking spaces in Henderson, of which 612 spaces are unrestricted. There are 129 spaces in the central core, all of which are restricted (mainly P30), plus 85 restricted spaces in the Pioneer Street - Catherine Street area.

The Henderson Parking Study identified a total of 1,043 public off-street parking spaces in Henderson at the Falls Park, Oratia Stream, Corban Hill and West Wave Aquatic Centre car parks. These car parks include 388 pay and display or restricted (P120) parking spaces in three public parking areas, plus 226 spaces, including 7 mobility spaces, in the Trading Place parking building. A number of the spaces in the Trading Place parking building are used for all day (early bird) parking.

Combining the on-street and public off-street spaces, there are approximately 1,890 public parking spaces in Henderson.

Peak occupancies exceed 85% on most streets with on-street parking, although the overall occupancy of all on-street spaces combined is only 81%. In the core area peak occupancies equal or exceed 85% on Great North Road, Alderman Drive and Ratanui Street although time restrictions are in place on these streets. For most other streets parking is unrestricted and parking duration rates are high indicating high use by Henderson employees.

Off-street parking occupancy exceeds 85% at the Corban Hill car park, at the WINZ and CYF offices and the Police Station on Sel Peacock Drive, and adjacent to Great North Road in the core area.

**3.4.1 Comparing Henderson and New Lynn**

The following tables compare the number of public parking spaces available in Henderson and New Lynn. Table 1 refers to the Town Centres, while table 2 looks only at the Town Centre cores and immediate fringe areas.

The number of employees in Henderson is 20% higher than New Lynn, and the number of residents is 36% higher.

**Table 1: Public Parking in Henderson and New Lynn Town Centres**

Town Centre	Number of Public Parking Spaces		
	On-Street	Off-Street	Total
Henderson	846	1,043	1,889
New Lynn	1,392	291	1,683

**Table 2: Public Parking in Henderson and New Lynn Town Centre Cores**

Town Centre Core	Number of Public Parking Spaces		
	On-Street	Off-Street	Total
Henderson	129	1,043	1,172
New Lynn	140	291	431

These tables demonstrate that there is far higher kerb space availability in New Lynn for parking. However, in and immediately adjacent to the core areas, Henderson has substantially more public parking availability.

This indicates that over the short to medium term the emphasis should be on making effective use of the available public parking in central Henderson.

**3.5 Park and Ride**

Informal park and ride is currently located on Rainside Avenue south of the rail station. The Council has identified rail designated land (which can only be used for rail related purposes) owned by ONTRACK on the opposite side of the tracks, adjacent to Waitakere Central, for a formal 120 space park and ride facility. This facility cannot be considered permanent as the land concerned may at some time in the future be required by ONTRACK for other rail related purposes.

Currently, the lack of integrated public transport ticketing discourages the use of use of feeder buses and encourages the continued use of Town Centres as default park and ride facilities. The introduction of integrated ticketing is currently scheduled for June 2010, following completion of the New Lynn trenching project.

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Improved frequency of rail services, together with fuel price hikes has led to consistent increased rail patronage. This, combined with the current lack of integrated ticketing and feeder bus services together with the reduction of the number of all day parks available in Railside Avenue from 68 to 37 and increased pedestrian connectivity across the rail line via the Waitakere Central airbridge has contributed to spill-over parking in residential streets to the West of the rail line.

### 3.6 Future Changes in Parking Demand in Henderson

The estimated future total parking demand in the Henderson Town Centre is approximately 4,500 spaces for the year 2021, potentially increasing to approximately 4,900 by 2057. Among other things, this assumes that the Growth Management Strategy employment projections will be achieved.

Taking into account potential efficiency gains through the implementation of pay parking, forward planning should assume the need for a minimum of an additional 400 off-street public parking spaces by the year 2021.

A further 200 public parking spaces may be required over the longer term.

As available kerb lengths are limited, it is assumed that this additional parking is off-street. These figures assume that existing public off-street parking lots are retained or replaced with an equivalent amount of parking. The off-street public parking should be focused on short stay parking.

It is emphasised that there above figures are estimates and are subject to change.

The resulting estimated public parking supply in Henderson is as follows:

- 2007 - 1889 spaces including 846 on-street spaces and 1043 off-street spaces.
- 2021 - 2290 spaces (with additional 400 spaces assumed to be off-street).
- 2057 - 2490 spaces (with additional 200 spaces assumed to be off-street).

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#### 4 OUTCOMES SOUGHT

The various parking studies referred to in section 1.3 indicate that over the short to medium term the emphasis should be on making effective use of the available public parking in central Henderson. To achieve this, measures will be put in place to maximise use of available parking, in conjunction with stakeholders and thus support the short and longer term development of the centre with specific emphasis on land use intensification and supporting the centre's economic viability and vitality. Parking policy and management and the location of off-street parking facilities will be integrated with committed and planned transport improvements, with particular emphasis on public transport infrastructure and service improvements, the pedestrian and cycle networks and urban design objectives. Parking charges will be implemented in a way that allows car drivers and businesses to adjust without undue dislocation.

More efficient use of land in the Henderson town centre through more intensive development will displace existing off-street surface car parking while generating demands for additional car parking. In instances where existing public car parking is lost through intensive development, it may be appropriate to replace that parking in a parking facility within or attached to the new development, or in a new parking building located nearby.

For example a building at Waitakere Central should cater primarily for additional intensive development on the site, by Council's property arm, Waitakere Properties Limited (WPL) and at the Cranwell Park/West Wave site should cater primarily for development on the Falls Park car park, including replacement of the parking spaces lost to the development

Provided the appropriate conditions are in place including an identified parking shortfall and a market for appropriately priced parking, the private sector may be interested in constructing a parking building or buildings. It will be necessary to transparently internalise the cost of parking in decision making and, over time, aim to generate a rate of return on public parking facilities which reflects the opportunity cost of capital and that revenue so generated is committed to improved parking management. The amount, nature and location of such commercial parking development will be consistent with this Plan and with the Council's overall eco-city vision.

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## 5 ACTIONS

### 5.1 Immediate Actions (2009-2015)

Review of the Parking and Driveway Guideline will increase flexibility to reduce parking provision in new developments, prior to the introduction of parking maximum standards.

Introduction of parking maximum standards in the District Plan in relation to Henderson is anticipated in 2014, as part of the 2013 District Plan review and following rail electrification in 2013. However, the Council is investigating whether or not to introduce paid parking in the town centres at an earlier date.

Ongoing spillover issues in residential streets will be addressed in consultation with residents on a street basis, moving from the inner core outwards as per Appendix A (*to follow*). Mitigation measures to be discussed with residents are to include:

- Clearly demarcating driveway entrances with hockey stick markings, in agreement with effected residents; and
- Providing an agreed amount of time restricted parking in affected areas to ensure availability of visitor parking, without breaching resource consent parking conditions dependent on a supply of on street parking.

Further spillover management will be provided by extending all parking on Rainside Avenue, between View Road and the bus interchange to all day parking, targeted at rail commuters, until the construction of the dedicated park and ride, or the introduction of integrated ticketing and feeder bus services.

Establish a Transport Management Association for Henderson as soon as a Business Improvement District is established. Initial steps towards establishing a Henderson Business Improvement District are expected to take place in 2009-2010.

Parking restrictions in the Town Centre inner core will be reviewed to provide a minimum of P30 in this area.

On completion of the Alderman Drive/Trading Place road construction project, the charges at the three pay and display car parks including Corban Hill should be reviewed, possibly to \$1 per hour with a maximum of \$6 per day. Charging should be extended to include all spaces in the Oratia Stream car park.

Introduce P120 parking restrictions on Sel Peacock Drive and Buscomb Avenue in the vicinity of the Police Station and WINZ.

The introduction of pay parking on-street is to be considered by Council, where regular peak hour demand exceeds 85%, and taking into account the other criteria stipulated in the Waitakere City Parking Plan, including anticipated impact on business, social impacts on residents visiting town centres, completion of infrastructural projects and competitive advantage with other centres.

When applying these criteria, consideration should be given to adjacent streets where regular peak hour demand may exceed 85% as a result of the implementation of pay parking in areas where demand is already in excess of 85%. This will require a survey of parking demand prior to implementation of pay parking.

To improve the efficiency of use of the on-street spaces in the central core, introduction of on-street pay parking should be considered in the following streets:

- Great North Road between Trading Place and Alderman Drive;

- Alderman Drive between Great North road and Ratanui Street;
- Ratanui Street; and
- Railside Avenue between Great North road and the rail station.

The recommended charge is \$1.50 per hour.

The above should be introduced in 2014, following completion of the rail electrification project in 2013, the District Plan changes to parking requirements are expected to become operative in 2014.

Construct 120 space dedicated park and ride on rail designated land owned by Ontrack, West of Henderson Station.

Over this period provide or facilitate the provision of an additional 200 public short stay parking spaces subject to there being sufficient demand at prices that provide an adequate return on the capital invested.

### **5.2 Short Term Actions (2016-2020)**

Continue to prioritise the available off-street public parking for short stay/visitor use, and move from a situation where parking is free to a user pay situation where parking demand is affected by price.

Provide a parking building at a suitable alternative site within or close to central Henderson subject to a business case to ensure that the costs are borne by users, not ratepayers. The building should provide approximately 400 short stay parking spaces plus some long stay parking. Decisions on the provision of additional long stay public car parking provided by the private or public sectors should carefully balance the strategic objective of creating a transit oriented development with shorter term economic development objectives.

### **5.3 Medium Term Actions (2021 – 2030)**

The Council should consider, subject to the criteria outlined in the Waitakere City Parking Plan, extending the pay short stay parking to cover most on-street parking within a 400 m (5 minute) walking distance of the rail station, where peak-time utilisation regularly exceeds 85%. However, the Council is investigating whether or not to introduce paid parking in the town centres at an earlier date. This should potentially include:

- Trading Place and the link between Trading Place and Ratanui Street.
- Pioneer Street between Railside Avenue and Catherine Street.
- Catherine Street between Pioneer Street and Edsel Street.
- Edsel Street.
- Smythe Road east of Henderson Valley Road.
- Henderson Valley Road north of Smythe Road.

Increase the supply of public short stay parking that is not associated with a specific shopping centre, while providing/accommodating a limited amount of long stay parking in parking buildings to encourage/ facilitate redevelopment.

### **5.4 Longer Term (2031 – 2040)**

In the town centre core area, where the emphasis will increasingly be on pedestrian movement and passenger transport, it will be necessary to carefully manage on-street

parking to prioritise activities supporting economic activity while providing additional space for pedestrian amenity.

Priority for the use of the limited spaces available should be given to drop-off and deliveries through P5-P15 restrictions and, where appropriate, bus stops and, possibly, taxis. The hierarchy in Table 3 below can be used as a guide to decision making. Implement pay parking (P480) over the whole area east of the rail line bounded by Buscomb Street, Sel Peacock Drive, Alderman Drive, Vitasovich Street, View Road, Railside Avenue and Great North Road, and over the area west of the rail line bounded by Henderson Valley Road and Hickory Avenue.

Additional parking buildings to be developed as required to ensure adequate provision for short term parking for new development, as well as replacing parking displaced by development, while taking into account the reduced requirement for long term parking, due to improved public transport and parking management.

## 6 REGULATORY APPROACH

The current regulatory approach of minimum parking requirements for developments in Henderson is expected to continue until a review of the District Plan in 2013/14. However, the Parking and Driveway Guideline is being reviewed in 2009 to allow greater flexibility for less parking to be provided than the current parking standards in that Guideline. This is intended to reflect the increase in public transport services and walk and cycle ways that are available for travel to and from Henderson.

### 6.1 Maximum Parking Ratios

On site parking ratios for Henderson should be changed from minimum standards to maximum standards. Maximum parking standards should be planned to come into effect in 2014. They should be reviewed after they have been in place for approximately 5 years. A corresponding change to the Parking and Driveway Guideline would also be required.

The maximum standards for employee parking in new office developments in Henderson within 400 m walking distance of the rail station should be based initially on a 75% car mode share. This results in a maximum parking ratio for office/commercial development of 1 space per 40 m<sup>2</sup> Gross Leasable Floor Area, assuming current vehicle occupancies of 1.2 persons per vehicle and an average of 25 m<sup>2</sup> Gross Leasable Floor Area per employee. (The vehicle occupancy of 1.2 persons is conservative in view of recent sharp increases in the price of fuel and greater emphasis on workplace travel plans. However, the floor space per employee may be lower in some instances.)

The Public Transport mode share for the trip to work appears likely to drop relatively quickly with increasing walking distance from the Public Transport station or stop. To reflect an anticipated reduction in Public Transport use based on walk distance from stations or stops on major corridors and encourage development close to stations, it is recommended that office standards assume an 80% car use for sites in the range 400-800 m from the station/interchange.

Visitors to office/commercial developments should be encouraged to use short stay parking provided nearby on-street or in a convenient parking facility.

For all other non-residential developments in town centres and growth corridors, it is proposed that the maximum parking standards be set at the current minimum standards, except where an accepted industry based standard is available to ensure equity in parking standards across the Auckland region.

These standards should be reviewed regularly to take into account changes in the use of alternatives to the car, vehicle occupancies etc., and experience gained in using maximum standards.

### 6.2 Planning Consent Conditions Applying to Car Parking

The preparation of Travel Plans for each development to encourage employees in particular to use alternatives to the single occupant car including, walking, cycling, public transport, and carpooling/vanpooling (where applicable this should be in conjunction with the Transport Management Association) should be encouraged, as part of the Council's flexible approach to assessing applications.

The planning consent conditions should be designed to ensure that:

- Maximum parking rates are used.
- Developers provide a Parking Control and Management Plan with applications for developments with over 10 parking spaces. This is a strategy and programme that developers commit to prior to establishing a new parking facility which sets out in detail

how parking in the proposed development will be controlled and managed. Among other things this should seek to ensure that:

- Long-stay/employee parking is clearly distinguished from any short stay/visitor parking, preferably with separate entry and exit.
- All public car parking is electronically controlled and appropriate data on any charges and usage is sent to the Council for monitoring purposes to ensure it is and continues to be used for the approved purpose.
- On site loading is provided in accordance with the ratios in the Parking & Driveway Guideline.
- Secure, undercover, well lit bicycle parking on site is provided for employees at a rate of 1 stand per 15 employees, and showers and lockers are provided in each development for staff use.
- Short-medium stay customer/visitor bicycle parking is provided outside the entrance to destinations where visitors are expected to stay for 30 minutes or more. For retail development they should be provided at a rate of 1 stand per 200 m<sup>2</sup> Gross Leasable Floor Area, for office development at 1 space per 800 m<sup>2</sup>, and for other uses in accordance with the ARTA Guidance Note for Cycle Parking Facilities 2007. The bicycle parking should use approved bicycle stands, have clear signage, good passive surveillance and lighting and be undercover.
- Car parking for people with a disability is provided in accordance with the following tables and at locations specified in NZS 4121:2001.

**Table 3: Number of Mobility Parking Spaces – General Formula**

Gross Leasable Floor Area (m <sup>2</sup> )	Number of Mobility parking spaces
1 - 20x(GLFA per car park)	Not less than 1
[(20x(GFLA per car park) +1) – 50x(GFLA per car park)]	Not less than 2
For every additional 50x(GLFA per car park)	Not less than 1

**Table 4: Number of Mobility Parking Spaces – Office Development @ 1 space per 40 m<sup>2</sup> GLFA**

Gross Leasable Floor Area (m <sup>2</sup> )	Number of Mobility parking spaces
1 - 800	Not less than 1
801 – 2000	Not less than 2
For every additional 2000 m <sup>2</sup> or part thereof	Not less than 1

**Table 5: Number of Mobility Parking Spaces – Retail Development @ 1 space per 22 m<sup>2</sup> GLFA**

Gross Leasable Floor Area (m <sup>2</sup> )	Number of Mobility parking spaces
1 - 440	Not less than 1
441 – 1100	Not less than 2
For every additional 1100 m <sup>2</sup> or part thereof	Not less than 1

Where appropriate, site area or display area may be used instead of Gross Leasable Floor Area.

For other uses it will be necessary to calculate the number of spaces using the Planning & Driveway Guideline, reduce it by 10%, then use the following table extracted from NZS 4121:2001.

**Table 6: Number of Mobility Parking Spaces**

Total number of car parks	Number of Mobility parking spaces
1 - 20	Not less than 1
21 - 50	Not less than 2
For every additional 50 car parks or part thereof	Not less than 1

Development contributions to enable Council to construct disabled parking will be encouraged in lieu of provision of disabled parking on site, thus freeing up land on site for more intensive development. Disabled parking so constructed in nearby suitable on-street or shared off-street alternative site within the applicable 200 metre nodal distance for most mobility permit holders. Council will consult Disability Information Waitakere Network (DIWN) on the siting and design of all on street mobility parking.

**On Street Mobility Parking in Perth**



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### On Street Mobility Parking in Perth



#### 6.3 Developments seeking more than 120 parking spaces

In addition, all applications for developments seeking more than 120 parking spaces will be required to follow a discretionary resource consent process.

Criteria that may be considered in the exercise of discretion include:

- Delayed implementation of planned public transport improvements serving the development.
- Evidence based on similar developments in comparable locations with a similar quality of access by non-car modes justifying a higher parking provision than permitted by the maximum rate and distinguishing between employees and visitors unique characteristics of the development such as night activity or a requirement that clients carry large items.
- Evidence that any additional parking above the maximum permitted would not detract from the land use and transport outcomes sought for the area and is consistent with this Parking Management Plan.

All applications should be accompanied by a Travel Plan which should include the following:

- Existing local and regional land use and transport strategies and plans applying to the Town Centre or Growth Corridor concerned.
- The transport system serving the site including any planned improvements, and the means by which employees and visitors will access the site.
- Proposed means of encouraging more use of public transport, walking and cycling for travel to the site.
- Proposed means of encouraging higher vehicle occupancies for travel to the site particularly for the trip to work.

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- The proposed parking on site for employees and visitors/customers and how this contributes to achieving the above.

The Travel Plan will provide the basis for any subsequent auditing to establish compliance and as a benchmark if parking on site proves insufficient.

#### **6.4 Parking Buildings**

The following conditions apply specifically to the supply and control of parking in proposed parking buildings in the Henderson Town Centre:

- Where a proposed parking building is to accommodate long stay parking, the amount of parking provided must be consistent with this Plan. In particular, any long stay parking provided should support the aims of reducing total parking in the centre and of internalising the costs of parking in travel decision making. Applicants should work with the Council to determine how much, if any, additional long stay parking is appropriate for any given location;
- Where a parking building is replacing parking that otherwise would have been provided on site in new developments, such parking should be within the specified maximum rate or rates applying to each development. Where the parking is shared among different uses, the applicant should identify the savings in total parking provision resulting from the sharing of spaces; and
- All public car parking should be electronically controlled and appropriate data on any charges and usage should be available to the Council for monitoring purposes. Alternatively the Council should be given unrestricted right of entry to survey and monitor car park usage and charging to ensure it is used for the approved purpose.

The capacity of a town centre to accommodate parking buildings will depend on demand and size of the centre and the size of the car park. Parking buildings have environmental and social benefits in that they provide concentrated shared parking options off-street.

Each proposed car parking building should aim to maximise occupancy from short term and possibly some long term park parkers. Therefore, such buildings should not generally be constructed within 500 m of each other. However, car parking buildings should be appropriately located based on the land use they serve and the access by traffic and pedestrians.

It is also important that a parking building is designed to accommodate a targeted demand for parking spaces, and not merely to maximise the available development capacity of the site. Comparative feasibility projections of occupancy and net income per space will assist in determining the optimum number of spaces for a building.

Some form of mixed use facility, especially with a retail component at ground level, is preferable than a sole use free standing deck car park.

Car park buildings should meet minimum standards in terms of urban design, low impact design, provision for different types of transport and service to the customer. Guidelines developed by the Council or the industry will provide the basis for minimum standards.

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## 7 PARKING MANAGEMENT

### 7.1 Managing Spill-over Effects from New Developments

As new developments are constructed with reduced parking provision, pressures on on-street parking in adjacent residential areas from long stay parkers are likely to increase. It will be necessary to monitor the situation and to take appropriate action if required. Actions can include introducing parking restrictions such as P120 parking or paid parking to cater for visitors. In some instances where resident parking off-street is limited it may become necessary to consider the introduction of resident priority parking schemes where supported by the residents.

In new high density residential developments on-street parking should be time restricted during the day to cater for visitors. Resident parking needs can be reduced through encouraging walking, cycling, use of public transport, car share clubs, the use of shared parking, car pooling, or the lease of spaces in an appropriately located parking building.

### 7.2 Car Parking Buildings

Notwithstanding the emphasis on reducing parking provision to freeing up land and thus facilitate intensive development, as development intensifies and as existing parking is replaced by new developments, the current parking surplus in Henderson Town Centre will be replaced by a parking shortfall. It will therefore be necessary to provide for adequate short term parking to support intensified development and replace short term parking lost to new developments.

Car parking buildings are limited in supply, require relatively little maintenance, and provide fairly predictable and reliable cash flows and are therefore appropriate for joint venture arrangements with the private sector. Council would retain the overall strategic control of the manner in which the parking spaces are to be used and charged for, but the private sector operate the car park within clearly defined parameters. Funding can also be shared by the Council contributing the land (presuming it is already a Council asset) and the joint venture partner providing other finance.

#### 7.2.1 Potential locations for deck parking

In addition to being controlled by the Council, sites identified for deck parking have the following appropriate characteristics:

- They will have multiple generators of parking.
- They will be utilised day, night and weekends.
- They have a shape that will permit a practical layout for a deck parking facility.
- They have opportunities for vehicle access to/from more than one road.
- They are capable of linkage with pedestrian pathways to their major generators.

The following primary potential locations, which meet these requirements, have been identified:

- Corban Hill car park (57 bays) with access off Great North Road. This will serve the Sel Peacock area, Great North Road and North West of Alderman Drive. The current layout of parking bays is inefficient. This would be revised in a deck parking layout.
- The Oratia Stream car park (181 bays). Although some of this will be lost to the proposed extension of Edmonton Road, a deck car park can be constructed on one side of the new road. It will serve Great North Road and Edsel Street.

- West of the current West Wave at-grade car park. This will serve the Police Station and other commercial activities on Sel Peacock Drive. A parking building at this location could also provide parking for new developments in the northern part of Henderson.
- Waitakere Central (council buildings and transport interchange). Currently a mix of employee and visitor parking.


The provision of parking buildings providing additional (and/or replacement) long stay parking will need careful management and control. Generally, additional non-residential long stay parking should only be considered; where new developments in the vicinity have provided less than the permitted maximum parking; and where on-street parking charges have been implemented; and where on-street occupancy rates exceed 85%.

Long stay parking buildings, if provided, should be located near the fringe of the town centre, close to the area where there is a parking deficit, and with vehicle access on an appropriate street or streets.

### 7.3 Parking Hierarchy for Henderson Town Centre

Table 7 sets out a parking hierarchy for the Henderson Town Centre

**Table 7 Parking user hierarchy for New Lynn town centre**

Priority	Inner core		Outer core	
	On-street	Off-street	On-street	Off-street
	Road safety	Road safety	Road safety	Road safety
	Public transport	Mobility permit	Public transport	Mobility permit
	Loading	Short to medium stay	Residents	Long stay
	Mobility permit	Cyclists	Mobility permit	Short to medium stay
	Cyclists (footpath)	Drop-off / Pick-up	Cyclists (footpath)	Cyclists
	Drop-off / Pick-up	Loading	Short to medium stay	Drop-off / Pick-up
	Short to medium stay	Long stay	Long stay	Park-and-ride
	Residents		Loading	
Lowest	Long stay		Drop-off / Pick-up	

Loading zones are only required where off-street loading space or spaces are not available. Very short stay P5 or P15 parking should be provided at appropriate locations for couriers, delivery vehicles etc.

Vehicles that are 7.5 metres or longer, or weigh more than 5 tonnes, should not be permitted to park for more than one hour within 100 m of residential development, unless making deliveries.

It is often difficult to provide spaces on-street for mobility parkers in accordance with the relevant design standards. Mobility parking requirements for wider bays, kerb ramps and greater peripheral safety are better achieved by providing them a high priority off-street in the outer core. However, in the inner core, to encourage intensive development, Council will provide for cash in lieu or development contributions, to provide suitable on-street or shared off-street parking within the applicable 200 metre nodal distance for most mobility permit holders. Council will consult Disability Information Waitakere Network (DIWN) on the siting and design of all on street mobility parking.

#### **7.4 Park and Ride**

Park and ride can be an appropriate and attractive solution for people living in very low density areas poorly served by public transport. The most appropriate sites for park and ride facilities are typically locations next to good public transport situated prior to the major traffic congestion, preferably on or near to the urban fringe.

Park and ride located within a transit oriented development centre brings extraneous traffic into the centre which can detract from the centre's walkability and amenity while adding little to its economic vitality. It should be avoided where possible and alternative sites should be provided which contribute to public transport patronage without detracting from land use development objectives.

Henderson is a public transport hub which should be well served by bus services from surrounding suburbs. Public transport users should be encouraged to use these services rather than drive to a parking space in Henderson. Currently, there are approximately spaces along Railside Ave which are being used for park and ride. A possible additional site at the end of Smythe Road could provide an additional 120 spaces. There are alternatives for the Henderson catchment: there are plans to double the capacity of the 102 space dedicated park and ride facility at Sunnyvale Station situated 2.4 km by road from the Henderson Town Centre, and a 170 space facility at Sturges Road Station, only 1.4 km from the Henderson Town Centre was completed in 2008.

It follows that park and ride should be regarded as a transitional activity in Henderson. No provision should be made for any additional park and ride spaces beyond the 120 proposed at the end of Smythe Road. Should the land be required by ONTRACK for other purposes, the facility should not be replaced.

Consideration should be given to introducing a charge for the use of the new park and ride facility to at least cover the costs of providing security. It is important to ensure that the facility is available for its stated purpose and is not used by commuters working nearby. One way of achieving this is to incorporate the charge into a pre-purchased public transport fare. A regionally integrated approach to this issue may be required.

#### **7.5 Shared Parking**

Council is encouraging practical shared parking initiatives that seek to ensure that parking resources are, where possible, accessible to a range of users. Shared parking takes advantage of the fact that most parking spaces are only used part time by a particular motorist or group, and many parking facilities have a significant portion of unused spaces, with utilisation patterns that follow predictable daily, weekly and annual cycles. Parking can be shared among a group of employees or residents. It can also be shared among different buildings and facilities in an area, typically between land uses that have weekday peaks, those that have evening peaks and those with weekend peaks.

Acceptable walking distances to shared parking include distances of:

- Less than 250 m for residents, professional services and medical facilities;
- Less than 350 m for general retail, employees, restaurants etc; and
- Less than 500 m for overflow parking and major events.

Where structured parking is required, each parking space saved through shared parking represents a potential saving of \$27,000 (\$2007) in parking structure construction costs.

### 7.6 Transport Management Association

Shared parking and parking education programmes can be facilitated by a Henderson Transport Management Association which would provide parking brokerage services to match potential sharing partners.

The Transport Management Association could also:

- Oversee the management and implementation of travel plans.
- Prepare and oversee overflow plans for high peak demands such as special events and the shopping period in the run up to Christmas.

Transport Management Associations have a facilitation and/or motivational role and should not be involved in deck parking and pay parking decisions.

Council intends to support the establishment of a Business Improvement District in Henderson, and the initial steps towards facilitating this will be taken in 2009/2010.. This Business Improvement District, if willing, could also be vested with the role of Transport Management Association, thus avoiding creation of too many social purpose local organisations.

TMA activities and programmes will be funded from parking revenue.

### 7.7 Motorcycle Parking

Motorcycle and scooter parking can reduce the amount of space required for parking and by so doing reduce development costs.

In 2006, 0.7% of the trips to work by Waitakere residents were by motorcycle (2006 census). Motorcycle and scooter parking and mobility scooter parking is very likely to increase in importance in response to higher fuel costs and an ageing population, so public car parks will operate on the initial assumption that 2% of vehicles are motorcycles or scooters. This figure should be reviewed based on demand and in the light of experience at each site. Where demand requires, preference should be given to converting motor car spaces to motorcycle or scooter parking.

The provision of motorcycle parking in privately owned car parks where parking maximums are in place is a matter for the operator to determine, however private car park operators will be encouraged to provide these on the same basis as Council.

On the assumption that 2% of vehicles are motorcycles or scooters and five parked motorcycles occupy the same space as two cars, then a 500 space car park must provide sufficient space to provide ten motorcycle parking spaces, which results in a net saving of six car parking spaces.

Over time, as more mode shift takes place this space saving will increase in proportion, e.g. with a 4% mode share the car parking bays saved would double.

## **7.8 Bicycle Parking**

### **7.8.1 On-Street Bicycle Parking**

One to two bicycle stands for short term visitor/customer bicycle parking will be provided on average every 50 metres on streets in the retail core.

They will be located within 20 metres of pedestrian access to a destination, with good passive surveillance and lighting.

The bicycle parking should not block the footpath and should be undercover where feasible.

The preferred design of a public bicycle stand is the "Sheffield" stand. Cycle stands should be anchored to the ground and enable the wheels and frame to be locked to the stand without damage. Sheffield racks are recommended as best practice and are the preferred treatment for cycle parking in Waitakere. (ARTA Guidance Note For Cycle Parking Facilities 2007).

### **7.8.2 Off-Street Bicycle Parking**

Bicycle parking standards for new developments are included in Section 7.2.

Council will work collaboratively with Unitec and Westfield to provide sufficient bicycle parking at Waitakere Central Library, Unitec Henderson Campus and at West City Mall to meet the guidelines for bicycle parking for such facilities as stated in ARTA's Guidance Note for Cycle Parking Facilities 2007.

While a requirement for cycle parking buildings in Henderson is not anticipated, where demand in an area regularly exceeds supply, preference should be given to converting motor vehicle parking spaces to secure bicycle parking as well as the provision of suitable end of trip facilities, if not already available.

## **7.9 Heavy Commercial Vehicle (HCV) Parking**

On Street HCV parking in the Henderson Town Centre, apart from loading and unloading in designated loading zones and residential areas, should only be permitted in industrial areas outside of normal working hours.

## **7.10 Wayfinding**

A parking signage and wayfinding system will be developed for Waitakere as part of the implementation of the Waitakere City Parking Plan. For the Henderson Town Centre, an implementation plan, to deliver improved signage and way finding, will be developed.

The wayfinding system will include a hierarchy of easily identifiable signs, providing a logical progression from the major approaches to the town centre, onto the main streets within the centre and then through to individual car parks.

A unique branding incorporating the Waitakere City and the universal blue "P" (parking) logos will assist in presenting an integrated system.

A detailed signage manual will be prepared to ensure consistent image, fabrication, installation and information. It is important that signage convey a quick, simple and east-to-read message to the user.

The system will be designed to include variable message signs with a simple message indicating whether car parks are "Full" or have "Spaces Available". Where appropriate they may offer alternative options for drivers.

Car park availability will be determined by counting devices linked to inductive loops at the car park entry and exit lanes. Available capacity is determined by deducting the real time occupancy of the car park from the total number of available spaces. The system will be controlled by a central computer but also requires manual monitoring.

### **7.11 Pedestrian Routes**

Walking routes between off-street parking facilities and key locations such as the town centre core, community facilities and a transport interchange, should be direct, safe and pleasant. Where feasible they should take the pedestrian past active shop frontages.

Where a parking building access crosses a footpath, the design should make it clear that pedestrians have priority over vehicles.

Pedestrian routes to Henderson Town Centre need to provide a safe and pleasant route for people to access the town centre and passenger transport and thereby reduce the need for parking in the town centre.

### **7.12 Education**

The broader environmental, economic and social impacts of parking are rarely understood or appreciated by motorists. The clamour for "more parking" has been allowed to develop without any communication of its negative effects and growing unsustainability. This is true in Waitakere whose website information relating to parking is largely regulatory oriented. An improved and ongoing campaign of communication on the unsustainability of current parking practices and on the benefits of parking management is required.

Everyone who drives a car is a stakeholder. The education programme needs to be aimed at all stakeholders including planners, developers, designers, retailers, tenants, elected officials and council officers, business and community groups, schools, residents, visitors, commuters and the general public.

Education on the need for, and benefits of managing parking demand will be available and regularly communicated in the Council's publications. As a minimum, it will cover the following issues:

- Drivers cannot expect unlimited parking close to their destination;
- Unlimited supply has environmental, social and economic drawbacks;
- The principle of User Pays;
- Need for sustainability planning;
- The provision of commuter parking away from the inner core of town centres;
- Benefits of improved compliance;
- Benefits of Parking Control and Management Plans; and
- Options for reinvestment of income from parking services into improving transport infrastructure.

Council can also enter into agreements with private landowners to enforce parking regulations on private property. This will facilitate uniform implementation of parking policy,

while allowing the Council to collect additional income and be reimbursed the costs of the necessary additional resources.

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## 8 REVIEWS, PRICING AND PROGRAMMING

Surveys of demand and duration patterns should be undertaken regularly. The results will help decision making on time restrictions and the possible expansion of pay parking. These surveys should also query the origin of parkers in order to build a profile of commuters and their likely target area to search for parking.

If pay parking is introduced, the ticket parking machines that are installed should be capable of providing sophisticated management reports on volumes and occupancy. This data can then form the basis of forward pricing decisions.

This PMP should be reviewed every five years, the period in which the immediate actions it stipulates are programmed for completion. The PMP may be updated as new information becomes available.