

## 9 CONCLUSION

This PMP will contribute to achieving the Council's growth targets for residential population and employment within the Henderson Town Centre through intensive, mixed use development.

To achieve this, this PMP has:

- Identified 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;
- Integrated 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 internalised 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
- Ensured that parking charges are implemented in a way that allows car drivers and businesses to adjust without undue dislocation.

## APPENDIX – Street by Street Spillover Management

This is a guideline for management of on-street parking in terms of time restrictions, special treatment such as no stopping, mobility park, improvements to walkways etc.

### Key Areas Identified Include:

- Albert Pryor Avenue;
- Smythe Road;
- Wilsher Crescent;
- Serjeant Street;
- Buscomb Avenue;
- Wadier Place;
- Henderson Valley Road;
- Rainside Avenue;
- Sel Peacock Drive;
- Great North Road;
- Ratanui Street;
- Trading Place; and
- Edsel Street.

### Actions Identified Include:

- 1) Consultation with residents and businesses concerned.
- 2) 'Hockey stick' marking of driveway entrances.
- 3) Limited number of time restricted bays for visitor use in residential streets.
- 4) Dependent on street width, staggered No Stopping At All Times restrictions (dotted yellow lines) and traffic calming measures.

A97



Waitakere City Council

**New Lynn Town Centre  
Parking Management Plan**

Consultation Draft

FEBRUARY 2009

A98

A99

<b>1</b>	<b>INTRODUCTION</b>	<b>3</b>
1.1	Purpose	3
1.2	Scope	3
1.3	Background	5
1.4	Vision for Parking in Waitakere in 30 years	5
<b>2</b>	<b>SUMMARY</b>	<b>7</b>
<b>3</b>	<b>THE CURRENT SITUATION</b>	<b>8</b>
3.1	Strategic Direction - New Lynn Town Centre	8
3.2	The Transport System	8
3.3	The District Plan	9
3.4	Availability of Parking	9
3.4.1	Comparing New Lynn and Henderson	11
3.5	Park and Ride	11
3.6	Future Changes in Parking Demand in New Lynn	12
<b>4</b>	<b>OUTCOMES SOUGHT</b>	<b>13</b>
<b>5</b>	<b>ACTIONS</b>	<b>15</b>
5.1	Immediate Actions (2009-2015)	15
5.2	Short Term Actions (2016-2020)	16
5.3	Medium Term Actions (2021 – 2030)	17
5.4	Longer Term (2031 – 2040)	17
<b>6</b>	<b>REGULATORY APPROACH</b>	<b>19</b>
6.1	Maximum Parking Ratios	19
6.2	Planning Consent Conditions Applying to Car Parking	19
6.3	Developments seeking more than 120 parking spaces	22
6.4	Parking Buildings	23
<b>7</b>	<b>PARKING MANAGEMENT</b>	<b>24</b>
7.1	Managing Spill-over Effects from New Developments	24
7.2	Car Parking Buildings	24
7.2.1	Potential locations for deck parking	24
7.3	Parking Hierarchy for New Lynn Town Centre	25
7.4	Park and Ride	26
7.5	Shared Parking	26
7.6	Transport Management Association	26
7.7	Motorcycle Parking	27
7.8	Bicycle Parking	28

---

7.8.1	On-Street	28
7.8.2	Off-Street	28
7.9	Heavy Commercial Vehicle (HCV) Parking	28
7.10	Wayfinding	28
7.11	Pedestrian Routes	29
7.12	Education	29
8	REVIEWS, PRICING AND PROGRAMMING	31
9	CONCLUSION	32
	APPENDIX – Street by Street Overspill Management	33

A101

## **New Lynn Parking Management Plan**

### **1 INTRODUCTION**

#### **1.1 Purpose**

The purpose of the New Lynn 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 New Lynn 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 New Lynn 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.

A102



### 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*

**New Lynn Town Centre Parking Study** – September 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 for Massey North – Westgate** – 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;

A/04

- 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.

AJOS

## 2 SUMMARY

This PMP is designed to give effect to comprehensive parking management and adequate provision in the New Lynn 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 New Lynn Town Centre - which establishes priority levels for different types of parking;
- Park and Ride - should be regarded as a transitional activity in New Lynn 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 New Lynn 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 New Lynn 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.

7 A106

### 3 THE CURRENT SITUATION

#### 3.1 Strategic Direction - New Lynn Town Centre

In 2006 the New Lynn town centre had a population of about 3,850 people and approximately 7,000 jobs. It has a strong retail base and many light industrial uses. Despite being a public transport interchange with a rail station and adjacent bus station, it has a car-dominated environment. However, that is to change over time.

New Lynn is a major urban growth node. The town centre is to develop along Transit Oriented Development lines, i.e. mixed use, relatively high density development supporting and supported by quality public transport and encouraging walking and cycling. The number of residents is planned to increase substantially to support an integrated and sustainable community. The Growth Management Strategy projections for the year 2021 are for 3,530 households or approximately 9,200 residents and 12,000 jobs. Once redeveloped (nominally 2057), New Lynn is projected to have 4,420 household units or approximately 11,500 residents and 14,000 jobs.

Key principles in planning for New Lynn 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

The rail line through New Lynn is currently being placed in a trench which will much improve connectivity between the town centre core and the area to the south of the rail line. This work is expected to be completed in 2010.

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. Park and ride in New Lynn is discussed later in this Plan.

In addition the bus station is being redesigned along with the bus services serving New Lynn. ARTA is proposing to redesign the bus system serving Waitakere to create major hubs at New Lynn, Henderson and, to a lesser extent, Westgate. With the possible exception of some express services, all bus services from surrounding areas will terminate at the hubs. In New Lynn's case this will mean that services from Glen Eden, Kelston, Glendene, Titirangi etc will terminate at New Lynn. This should enable these local services to be more frequent and reliable as buses are no longer travelling all the way to the CBD. People heading to the Auckland CBD will have the option of transferring to a frequent bus along Great North Road, or to a train service. Implementation is currently scheduled for mid to late 2009, but may be delayed.

The New Lynn bus station will then operate predominantly as a termination point. The redesigned services will require less space at the bus station than the current services. The proposed new bus station layout will locate the bus stops close to the rail station on streets surrounding the station. Bus layover between services will be on nearby streets.

Connectivity between the New Lynn core and areas to the south will be further improved by the removal of the roundabout, the construction of additional road crossings over the lowered rail line and the extension of Clark Street to the west parallel to the rail line then over the line to intersect with Great North Road. Additional road crossings and signalised intersections are planned along Clark Street as part of the development of a finer grain road network.

The Waitakere City Transport Strategy refers to establishing a network of routes for walking and cycling which connect to major destinations, and to measures to encourage more walking and cycling to destinations within town centres such as local employment, schools shops and parks.

Proposed and committed cycleways/cycle facilities in and around New Lynn for the period 2006-2016 include:

- On-road cycle lanes proposed for Clark Street, Portage Road and Seabrook Avenue-West Lynn Road, and an off-road route proposed for Rankin Avenue.
- Cycle projects are also proposed for Great North Road and Rata Street.

The Urban Regeneration Strategy and Concept Plan for New Lynn<sup>1</sup> includes improvements to the pedestrian network and other measure to enhance walk (and cycle) accessibility within the centre.

### 3.3 New Lynn Town Centre Concept Plan

The Draft Urban Regeneration Strategy and Concept Plan sets out the basis for a strategic framework for the regeneration of the New Lynn Town Centre and outlines a concept plan for the centre. The vision includes a sustainable and safe transit oriented town centre with a pedestrian focuses environment and a mix of residential, employment and shopping land uses within walking distance of the centre.

The planned redevelopment includes the creation of a bus and rail interchange. It also includes the redevelopment of Totara Avenue in keeping with the creation of the Merchant Quarter precinct. Proposed plans indicate that Totara Avenue could include reduced road width and increased footpath widths to encourage slower traffic speeds and accommodate tree planting and parallel parking spaces. The planned redevelopment of the Merchant Quarter would also include improvements to the connectivity of the street and pedestrian network.

Private car use is to be discouraged, although it is accepted that "the majority of residents and mall-based retail users will not give up their cars" in the very short term.

The Draft Plan refers to the need for a "stringent" parking strategy to support a walkable community, to access the transit centre and to provide a pedestrian focused environment within the core. Two sites for possible parking buildings are proposed, both on the fringes of the Merchants Quarter. The first is at the Hugh Brown site located to the north of Great North Road. This is currently accessed via Hugh Brown Drive, McNaughton Way and a service lane. The second is located behind the existing Community Centre. The proposed access is

<sup>1</sup> The Urban Regeneration Strategy and Concept Plan for New Lynn's Town Centre: Draft for Discussion, Common Ground urban Design and Architecture Ltd for Waitakere City Council, February 2008

from Clark Street (left-in, left-out only), and the exit is onto Totara Avenue. Additional short stay on-street parking is proposed along Great North Road and Clark Street.

### 3.4 Availability of Parking

The total on-street and off-street parking supply in the New Lynn town centre was 11,260 spaces in the year 2008. The total employment for the same area was 6,670 in 2008. The maximum parking occupancy was approximately 7,000 spaces giving a relatively high demand of 1.05 spaces per employee over the town centre. In comparison, the Henderson town centre has an employee parking demand ratio of 0.69.

Between 2004 and 2008 total parking supply in New Lynn Town Centre reduced by about 6% from 11,948 to 11,260 spaces). There is a substantial oversupply of parking in the New Lynn Town Centre, with about 60% of the available car parking is being used and a surplus of approximately 4,500 spaces. The indications are that the current parking requirements in the Planning & Driveway Guideline overstate the actual on site parking demands of individual developments in New Lynn, potentially by a substantial amount.

In 2008 the amount of on-street parking available in the town centre exceeded demand, although some streets close to the core have occupancy rates above the desirable maximum of 85%. In 2004 79% of vehicles were parked for one hour or less (80% in the core area), emphasising the importance of ensuring a good supply of short stay parking. However, all day parkers took up a high proportion of the available parking.

#### 3.4.1 On-Street Parking

The parking studies identified locations which currently have on-street parking restrictions. These are listed below, along with representative time restrictions.

- Great North Road between Memorial Drive and the Opanuku Stream P30 & P15
- Great North Road between the Opanuku Stream and Rata Street P30 & P60
- Totara Avenue east of Memorial Drive P30
- Totara Avenue west of Memorial Drive P30 & P60
- Memorial Drive P5
- Hugh Brown Drive & Delta Avenue south Hugh Brown Drive P60
- Todd Avenue P60
- Veronica Street between Totara Avenue and rail corridor P60
- Portage Road between Great North Road and rail corridor P240

The streets south of the rail corridor currently have unrestricted (free all-day) parking.

The short stay on-street parking identifies as having occupancy rates exceeding 85% is located on:

- Totara Avenue.
- Todd Avenue.
- Memorial Drive.
- Great North Road between Memorial Drive and Todd Avenue.

Apart from the northern section of Memorial Drive, all this area is within 200 m walking distance of the rail station with an estimated 65 on-street spaces.

### 3.4.2 Public Off-Street Parking

There are three Council-owned parking sites in New Lynn, namely the New Lynn Community Centre (92 spaces, no charge), the McCrae Way car park (137 time restricted spaces, no charge), and the McNaughton Way/Hugh Brown site (201 spaces, no charge).

### 3.4.3 Comparing New Lynn and Henderson

The following tables compare the number of public parking spaces available in New Lynn and Henderson. 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 New Lynn is 20% lower than Henderson, and the number of residents is 36% lower.

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

From these tables it can be seen that New Lynn has a large amount of on-street parking available in the Town Centre, but has only limited public off-street parking available compared with Henderson

### 3.5 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. New Lynn is a public transport hub which will 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 New Lynn.

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.

It follows that park and ride should be regarded as a transitional activity in New Lynn which will only be available over the short to medium term pending the implementation of good quality bus services to New Lynn from the surrounding residential areas.

An informal park and ride facility is currently available just west of the rail station off Rankin Avenue at a site leased by the Council from ONTRACK on a temporary basis. The site originally provided approximately 112 spaces. Some of the area is now required for the rail corridor upgrading project reducing the amount of available parking to approximately 70 spaces, although occupancy levels are consistently higher than this. The site will need to be closed completely for construction of Clark Street extension project.

The current Council approach will be not to replace the current 70 space park and ride facility once it is closed for construction of the Clark Street Extension and over bridge. Drivers wishing to continue to park and ride will still have the option of parking on-street in the unrestricted parking south of the rail corridor, subject to the extension of the on-street pay parking, pending implementation of Stage 2 as described below.

Park and ride parkers displaced by the reduction in size of the Rankin Avenue car park have been referred to the Hugh Brown/McNaughton Way car park (where there is currently a surplus of available parking), in addition to the unrestricted parking south of the rail corridor, and the same applies to those displaced by the final closure of this car park.

If parking is to be provided within a transit oriented development, it should preferably be located away from the station or interchange, but within a convenient walking distance. Importantly, the walk trip between the parking area and the station should be pleasant and safe and take people past shops thus contributing to some extent to the economy of the centre. The McNaughton Way site meets these requirements and there is currently a surplus of parking in his car park. However this would not be a dedicated park and ride, but roman a general use car park. The introduction of a charge for the use of at grade parking facilities will cover the costs of providing security, lighting and improved pedestrian access. It is anticipated that the present at grade car park will be replaced with a building.

### **3.6 Future Changes in Parking Demand in New Lynn**

The Growth Management Strategy (available data for employment and households only projection is that by 2021, the New Lynn town centre will have 12,000 jobs and by 2057 that is projected to increase to 14,000. Assuming that the Growth Management Strategy projections are achieved, but taking into account the planned and committed improvements to public transport, the planned increase in residential development in New Lynn, and the recent sharp increases in the costs of fuel and energy, (but excluding the potential for higher vehicle occupancies) the 2021 parking demand is estimated at 10,850 spaces and the 2057 demand at 10,970 spaces.

These estimates emphasise the importance of making efficient use of the available parking, and the need to take potential future changes in travel behaviour into account in parking management policy decisions.

#### 4 OUTCOMES SOUGHT

The various parking studies referred to in section 1.3 indicate the need to make effective use of the available parking in central New Lynn. 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.

The attached map shows the area within 200 m and 400 m walking distance of the New Lynn rail station/ transport interchange following completion of the rail trench and associated road works including the Clark Street Extension and Memorial Drive Extension. In 2013, on completion of the rail trench and station, reconstruction of the Clark Street/Rankin Avenue/Totara Avenue intersection, and extension of Memorial Drive to the south across the rail line, the area to the south of the town centre will become much more accessible. This area is to have integrated mixed retail, commercial and residential land uses with good pedestrian/cycle linkages. Further south within the town centre, there is to be medium density residential development off Ambrico Place and high density development east of the Monier site.

As a Transit Oriented development, New Lynn is expected to transform rapidly. While the residential component may not necessarily require parking and improved bus services should reduce the park and ride demand, the intensity of development will see the need to replace parking in the central area committed to re-development. There will also be an increased demand for short stay parking to support intensive retail and commercial development. Parking Buildings will be required to provide the required parking will minimising the amount of and taken up for this purpose. With the intensity of development and the intention to centre re-development on the existing McRae way car park (the proposed merchant Quarter), the parking in this car park will need to be replaced . Other council car parks are well suited to the development of parking buildings.

The McRae Way car park is integrated with privately owned parking to form the off-street parking in the area bounded by Memorial Drive, Great North Road, Totara Avenue and Todd Avenue with a total of 178 spaces. Other parts are Council freehold title. This car park will have to be closed before any development can take place in the proposed Merchants Quarter.

The Urban Regeneration Strategy and Concept Plan report refers to the Community Centre and McNaughton Way Council owned sites being developed as public car parking buildings supporting the town centre. The Concept Plan has the Community Centre car park access on Clark Street Extension, with the exit on Totara Street. The site is conveniently located for visitors to the town centre, although a vehicle exit onto Totara Avenue will detract from the high amenity sought on Totara Avenue.

The McNaughton Way site is accessed via Hugh Brown Drive, but may have an exit onto Great North Road in the future. The Concept Plan shows a direct pedestrian link passing the car park site, crossing Great North Road then running through the 'Merchants Quarter' towards the rail station. The draft New Lynn Parking Study report dated May 2008 refers to parking in this vicinity as 'showing a typical retail profile'. The majority of vehicles stay for up to one hour. Overall off-street parking occupancy in the area was 55%.

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.

## 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 New Lynn is anticipated in 2014, as part of the 2013 District Plan review and following rail electrification in 2013.

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.

Establish a Transport Management Association for New Lynn as soon as a Business Improvement District is established, which is expected to take place following the completion of the Transit Oriented Development.

Introduce pay and display for use of the Community Centre car park at the same time. It is suggested that the charge should initially be set at \$1 per hour up to \$5 per day.

Convert the McNaughton Way car park to pay and display, as an interim measure before the construction of the parking building on this site, to facilitate the provision of adequate security. Improve the pedestrian access between the car park and Great North Road.

Provide an appropriate number of short stay spaces to support businesses on Veronica Street and Binsted Road and, where appropriate on streets in the area bounded by Veronica Street, Binsted Road and Great North Road.

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. However, the Council is investigating whether or not to introduce paid parking in the town centres at an earlier date.

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:

- Totara Avenue;
- Todd Avenue;
- Memorial Drive; and
- Great North Road between Memorial Drive and Todd Avenue.

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.

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.

Over this period parking lost to development as well as parking to support development in phase with the redevelopment of the Merchants Quarter, to be provided in parking buildings as follows:

- McRae Way - possibly underground and is currently under study to be built over 2009-11 and to be operational in 2011/12;
- McNaughton/Hugh Brown - to be built over 2011-13 and to be operational in 2013/14 and may be bought forward ahead of McRae Way; and
- Community Centre Car Park - construction to commence in 2015.

## 5.2 Short Term Actions (2016-2020)

The attached map shows the area within 200 m and 400 m walking distance of the New Lynn rail station/ transport interchange following completion of the rail trench and associated road works including the Clark Street Extension and Memorial Drive Extension.

On completion of the rail trench and station, reconstruction of the Clark Street/Rankin Avenue/Totara Avenue intersection, and extension of Memorial Drive to the south across the rail line, (scheduled for 2013), the area to the south of the town centre will become much more accessible. This area is to have integrated mixed retail, commercial and residential land uses with good pedestrian/cycle linkages. Further south within the town centre, there is to be medium density residential development off Ambrico Place and high density development east of the Monier site.

With the above rail and road development in place (currently planned for 2013), Council should consider, subject to the criteria stipulated in the Waitakere Parking Plan the pay parking area should be extended south of the rail corridor to include roads that are, or will be within 200m walk distance of the station and provide, or are expected to provide on-street parking. These are:

- Memorial Drive Extension.
- Rankin Avenue towards Ambrico Place.

However, the Council is investigating whether or not to introduce paid parking in the town centres at an earlier date.

Identify the potential spill-over effects of pay parking and, where appropriate, implement measures to protect adjacent residential areas such as on-street time restrictions and residential parking schemes.

Complete Community Centre Car Park by 2017- to be operational in 2017/18

### 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%. This should potentially include extending the on-street short stay pay parking area to include the 5 minute walk catchment to the New Lynn station, extending on-street parking restrictions, and introducing paid long stay parking into the streets on the town centre fringe. However, the Council is investigating whether or not to introduce paid parking in the town centres at an earlier date.

The 400 m or 5 minute walk catchment is shown on the attached map. Taking into account the planned internal road and pedestrian network improvements, the 400 m catchment includes the following roads:

- Great North Road from approx 150m north of Memorial Drive to the stream bridge.
- Hugh Brown Drive and McNaughton Way.
- Delta Avenue south of Reid Road.
- Memorial Drive and Memorial Drive Extension south of rail line.
- Todd Avenue.
- Totara Avenue.
- Clark Street west of Ward Street.
- Hetana Street, Puriri Street west of Ward Street, and Ward Street.
- Crown Lynn Place (part).
- Rankin Avenue to approximately 100m north of Margan Avenue.
- Ambrico Place.

Identify the potential spill-over effects of the parking restrictions, and, where appropriate, implement measures to protect adjacent residential areas such as on-street time restrictions and residential parking schemes. Develop a parking building next to the Community Centre subject to a business case to ensure that the costs are borne by users, not ratepayers. It is suggested that this consist of 250 short stay spaces, a net increase of 158 spaces, and 150 long stay spaces, giving a total of 400 spaces.

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.

Identify the potential spill-over effects of the parking restrictions, and, where appropriate, implement measures to protect adjacent residential areas such as on-street time restrictions and residential parking schemes.

### 5.4 Longer Term (2031 – 2040)

Implement short-medium stay (P120) parking restrictions on the following streets:

- Veronica Street north of Great North Road (approximately 10 spaces).

- Delta Avenue north Hugh Brown Drive (approximately 27 spaces).

Introduce pay parking on the following streets in the fringes of the town centre while extending time restricted parking where appropriate:

- Astley Ave – Portage Road route to rail corridor (approximately 110 spaces).
- Bentinck Street, Crum Avenue, Stock Street, Urury Street and Riverbank Road (approximately 200 spaces).
- Margan Avenue (approximately 129 spaces on northern side).

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.

Continue to identify the potential spill-over effects of the parking restrictions, and, where appropriate, implement measures to protect adjacent residential areas such as on-street time restrictions and residential parking schemes.

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.

## 6 REGULATORY APPROACH

The current regulatory approach of minimum parking requirements for developments in New Lynn 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 New Lynn.

### 6.1 Maximum Parking Ratios

On site parking ratios for New Lynn 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.

The maximum standards for employee parking in new office developments in New Lynn 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 ration 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 probably 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 PT mode share for the trip to work appears likely to drop relatively quickly with increasing walking distance from the PT station or stop. To reflect an anticipated reduction in PT 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 recommended that the maximum parking standards be set at 90% of the current minimum standards.

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 disabled people 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**



### On Street Mobility Parking in Perth



#### 6.3 Developments In Excess Of 120 Parking Spaces

In addition, all applications for developments seeking to construct 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.
- 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 New Lynn 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.

A122

## **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 New Lynn 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:

- The McCrae Way car park (168 bays of which 137 are council restricted parking and the remainder private). Under-grounding of this car park would facilitate the development of the Merchant Quarter.

A123

- The Community Centre car park (92 bays) which currently has access from Great North Road and Totara Avenue and could in the future also have direct access to the extended Clark Street. This can provide both short term and commuter parking.
- The McNaughton Way car park (201 bays) which has access from Great North Road via Brown and McNaughton Streets. It will serve the upgraded Memorial Street.


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 New Lynn Town Centre

Table 7 sets out a parking hierarchy for the New Lynn 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
 <p>Highest</p>	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.

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.

It follows that park and ride should be regarded as a transitional activity in New Lynn. No provision should be made to replace the current 70 space park and ride facility once it is closed for construction of the Clark Street Extension and overbridge. Drivers wishing to continue to park and ride will still have the option of parking on-street in the unrestricted parking south of the rail corridor, subject to the extension of the on-street pay parking,.

#### **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 New Lynn 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 New Lynn, following the completion of the Transit Oriented Development. 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.

Guidance on bicycle parking at the New Lynn Interchange is given in ARTA's Guidance Note for Cycle Parking Facilities 2007. This recommends that there be:

- A minimum of two short stay (type 1) bicycle parks in the vicinity of the ticket office, and a minimum of four short stay bicycle parks in total.
- Long stay (type 3) parking at Public Transport stations at the rate of one space per 30 residential Public Transport users in the cycling catchment, defined as within a radius of 800 m to 4 km from the station. Type 3 parking includes lockers, restricted access enclosures and a bike station. The current provision of 8 lockers is oversubscribed and a bike shed has been recommended.

While a requirement for cycle parking buildings in New Lynn 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 New Lynn 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 New Lynn 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 Council 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 New Lynn 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.

## 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.

## 9 CONCLUSION

This PMP will contribute to achieving the Council's growth targets for residential population and employment within the New Lynn Town Centre through intensive, mixed use development.

To achieve this, this PMP has:

- Identified 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;
- Integrated 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 internalised 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
- Ensured that parking charges are implemented in a way that allows car drivers and businesses to adjust without undue dislocation.

## APPENDIX – Street by Street Spillover Management

This is a guideline for management of on-street parking in terms of time restrictions, special treatment such as no stopping, mobility park, improvements to walkways etc.

### Key Areas Identified Include:

- Ambrico Place;
- Great North Rd;
- Clark Street;
- Totara Avenue;
- Ward Street;
- Margan Avenue;
- Rankin Avenue;
- McRae Way; and
- Binsted Road.

### Actions Identified Include:

- 1) Consultation with residents and businesses concerned.
- 2) 'Hockey stick' marking of driveway entrances.
- 3) Limited number of time restricted bays for visitor use in residential streets.
- 4) Dependent on street width, staggered No Stopping At All Times restrictions (dotted yellow lines) and traffic calming measures.



Waitakere City Council  
*Te Tatao o Waitakere*

Waitakere City Council

**Massey North-Westgate Town Centre  
Parking Management Plan**

Consultation Draft

FEBRUARY 2009

A133

1	INTRODUCTION	3
1.1	Purpose	3
1.2	Scope	3
1.3	Background	3
1.4	Vision for Parking in Waitakere in 30 years	3
2	SUMMARY	5
3	THE CURRENT SITUATION	6
3.1	Strategic Direction - Massey North-Westgate Town Centre	6
3.1.1	Urban Concept Plan & Plan Change 15	6
3.2	Access to the Massey North –Westgate Area	7
3.3	NZRPG Proposal	8
3.4	Parking Provision	8
3.5	Hobsonville Road Parking	9
4	OUTCOMES SOUGHT	11
5	ACTIONS	12
5.1	Immediate Actions (2009-2015)	12
5.2	Short Term Actions (2016-2020)	12
5.3	Medium Term Actions (2021 – 2030)	12
5.4	Longer Term (2031 – 2040)	12
6	REGULATORY APPROACH	14
6.1	Plan Change 15 Parking Policy	14
6.2	Maximum Parking Ratios	14
6.3	Integration with the Existing Westgate Centre	15
6.4	Planning Consent Conditions Applying to Car Parking	15
6.5	Developments In Excess Of 120 Parking Spaces	18
6.6	Parking Buildings	18
7	PARKING MANAGEMENT	20
7.1	Managing Spill-over Effects from New Developments	20
7.2	Car Parking Buildings	20
7.2.1	Potential locations for deck parking	20
7.3	Parking Hierarchy for Massey North-Westgate Town Centre	21
7.4	Park and Ride	21
7.5	Shared Parking	22
7.6	Transport Management Association	23
7.7	Motorcycle Parking	23
7.8	Bicycle Parking	24
7.8.1	On-Street Bicycle Parking	24
7.8.2	Off-Street Bicycle Parking	24
7.9	Heavy Commercial Vehicle (HCV) Parking	24
7.10	Wayfinding	25
7.11	Pedestrian Routes	25
7.12	Education	26
8	REVIEWS, PRICING AND PROGRAMMING	27
9	CONCLUSION	28
	APPENDIX – Street by Street Spillover Management	Error! Bookmark not defined.

A134

## **Massey North-Westgate Parking Management Plan**

### **1 INTRODUCTION**

#### **1.1 Purpose**

The purpose of the Massey North-Westgate 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 Massey North-Westgate Town centre over the period of the life of this plan to 2040.

#### **1.2 Scope**

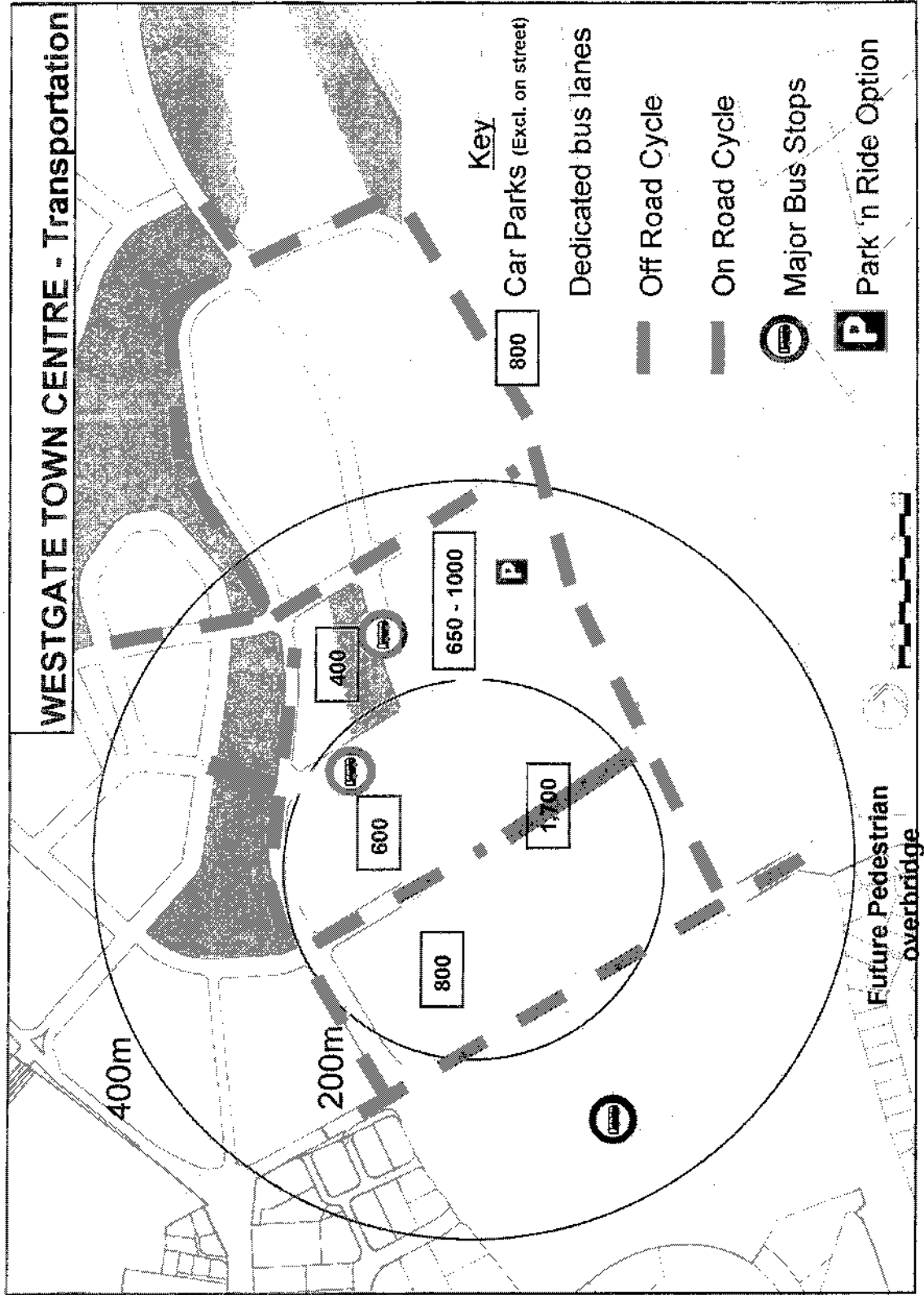
This PMP is intended to cater for the needs of all road users, including pedestrians, cyclists, motor cyclists, motorists (including the mobility impaired) and freight carriers within the geographic area of the Massey North-Westgate Town Centre. The area covered by the Plan is shown bounded by the red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

To achieve its purpose this PMP will:

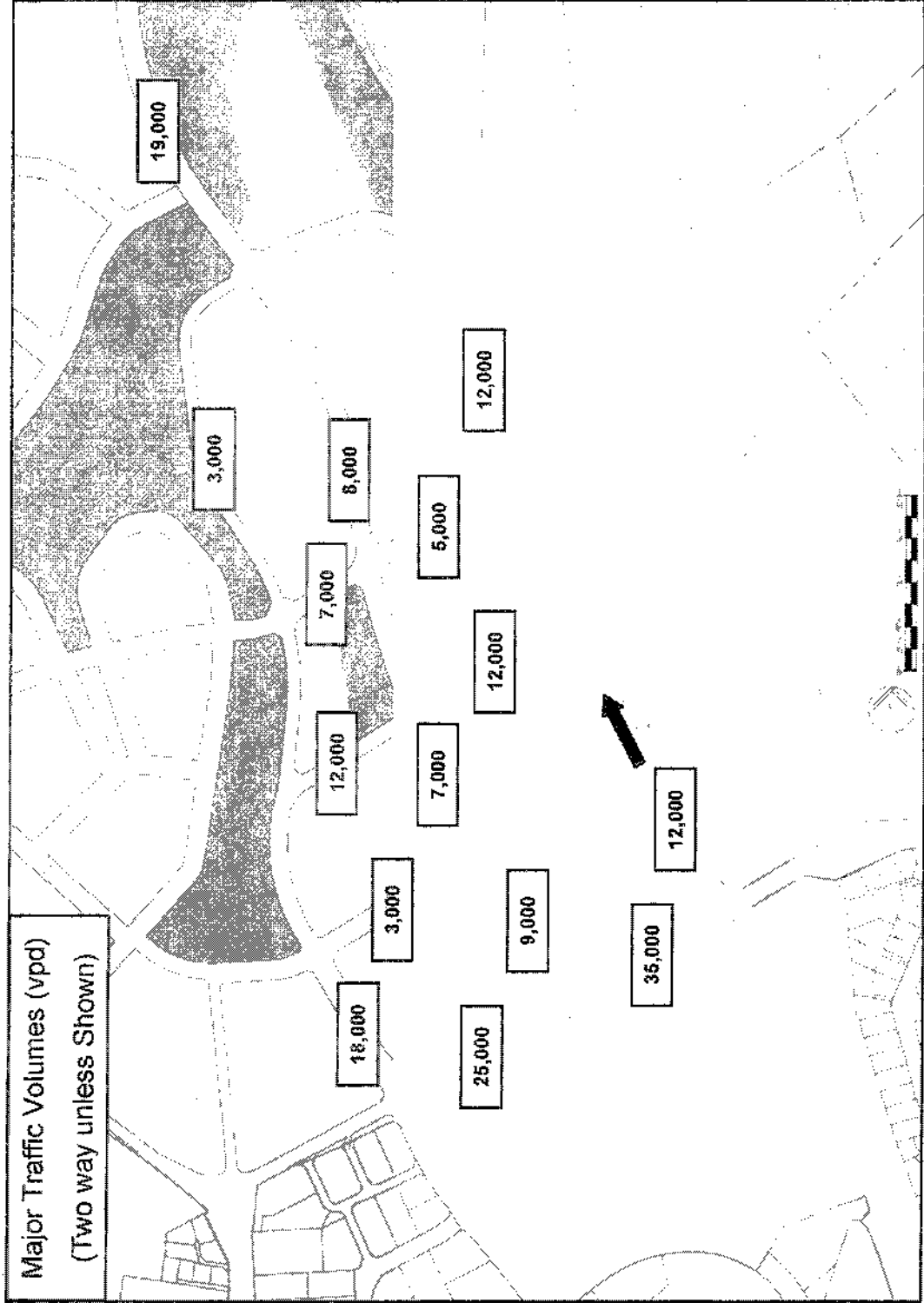
- Identify parking supply and management policies and actions to support the short and longer term development of the centre with specific emphasis on land use intensification and supporting the centre's economic viability and vitality;
- Integrate parking policy and management and the location of off-street 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.

A135

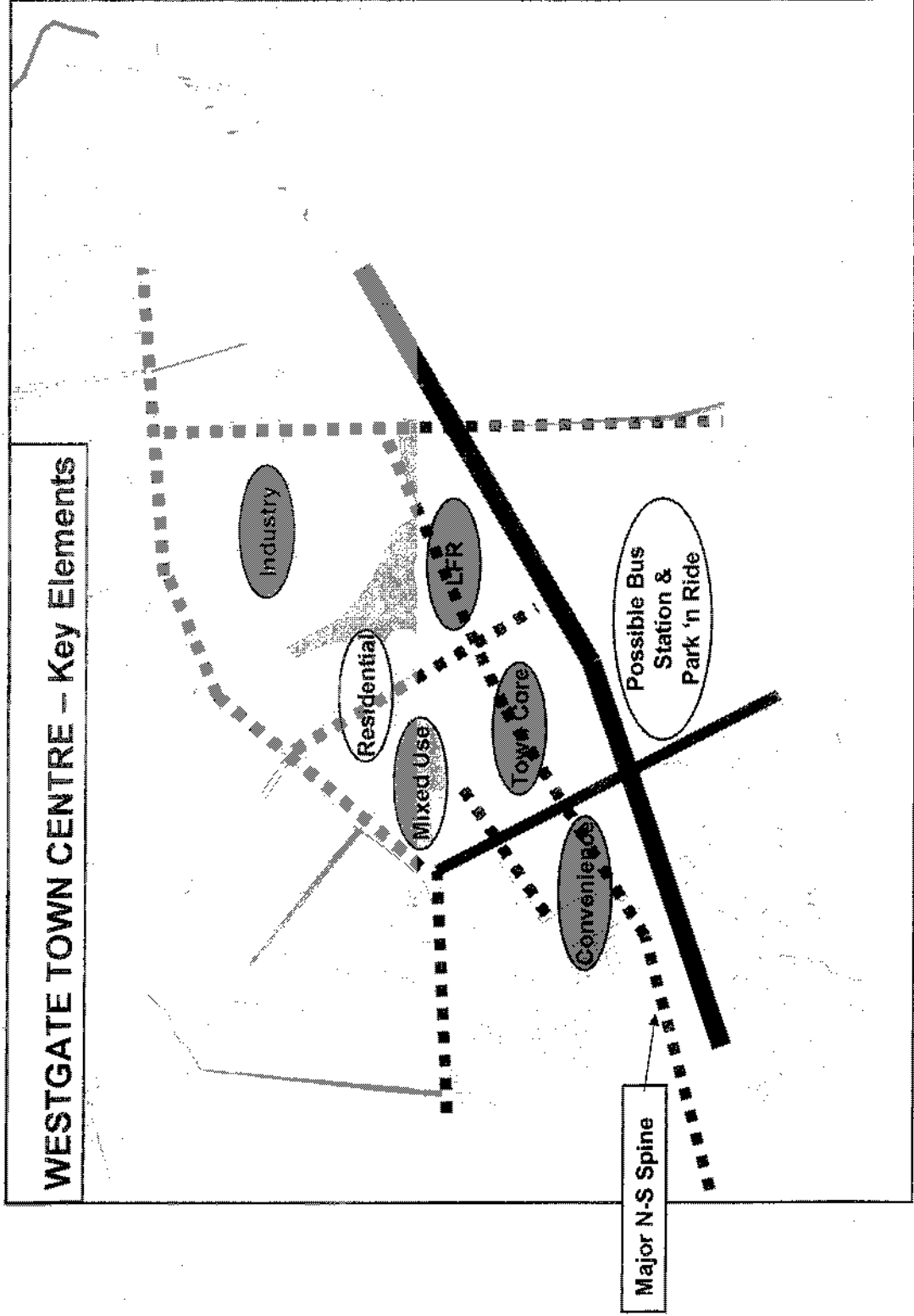




A137



A138



A139

### 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):

*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 for Massey North – Westgate**– 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;

A140

- 
- 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.

A141

## 2 SUMMARY

This PMP is designed to give effect to comprehensive parking management and adequate provision in the Massey North-Westgate 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 Massey North-Westgate Town Centre - which establishes priority levels for different types of parking;
- Park and Ride - should be regarded as a transitional activity in Massey North-Westgate 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 Massey North-Westgate 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 Massey North-Westgate 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.

A142

### 3 THE CURRENT SITUATION

#### 3.1 Strategic Direction - Massey North-Westgate Town Centre

##### 3.1.1 Urban Concept Plan & Plan Change 15

The Urban Concept Plan is attached as Figure 1. Figure 2 shows the conceptual road network.

The Massey North Town Centre Special Area and the Massey North Employment Area encompass an area of approximately 160 ha north of Hobsonville Road. The concept plan is aimed at creating a mixed use town centre with street-focused retail shops and a high quality public realm. The employment area provides for approximately 42 ha (net) of industry zoned land including 10 ha (net) of industry/yard based retail zoned land. It will primarily focus on Group 1 Business activities such as manufacturing, warehousing, construction, wholesale trade, transport and storage.

Massey North is one of Waitakere's sub-regional centres. The Massey North Urban Concept Plan area forms part of a wider project area within the Northern Strategic Growth Area (NORSGA) corridor. Through the Northern and Western Sectors agreement, which sets the growth management framework for Rodney, Waitakere and North Shore, the Regional Growth Forum agreed in principle that the Metropolitan Urban Limits (MUL) be shifted to the new State Highway 18 alignment.

The town centre will serve the Northern Strategic Growth Corridor, West Harbour and Massey as a sub-regional centre. It will also be a key stop on the Quality Transit Network (QTN).

The Town Centre Special Area is divided into five precincts:

Precinct A – Town Centre Core and Town Centre Main Street.

Precinct B – Large Format Retail/Commercial.

Precinct C – Mixed Use Periphery Commercial and Apartments.

Precinct D – Residential Apartments and Periphery Mixed Use (higher densities).

Precinct E – Retrofitting Existing Westgate Shopping Centre.

The existing Westgate Shopping Centre (Precinct E) is located to the south of Hobsonville Road.

The Main Street intersects with Hobsonville Road and is aligned perpendicular to Hobsonville Road. The town centre core is to be developed as a compact pedestrian oriented retail based town centre, with larger scale retail sales or services at the periphery. The town centre core will be mixed use with speciality retail shops integrated with larger retail stores, entertainment, restaurants and cafes, community facilities, and office uses with residential accommodation above the street. Multi-storey development to a minimum of two storeys is required along the Main Street and is to be encouraged in all other areas.

The aim is to create a high quality public realm and main street conditions with small shops fronting a public outdoor area. Street typologies are to be identified depending on the function of the road and anticipated land uses. Secondary streets need to create a quality environment and buffer more intensive areas.

The town centre and employment special areas are predicted to provide approximately 9,150 jobs by 2031 (refer draft Waitakere Growth Management Strategy). The ultimate 2051 scenario has 12,800 jobs. A variety of business activities are provided for in the employment

AK3 6

area including manufacturing, warehousing, transport and storage, business services, showrooms and studios, affordable R&D space, small business incubator, and large footprint uses in the yard-based retail area. The household and resident projections are 3,177 residents in 1,222 households by 2021, and 7,246 residents in 3,019 households by 2051.

Pedestrian connections across Hobsonville Road between the existing Westgate Centre (Precinct E) and the new town centre (Precinct A) are important.

The main street is currently proposed to be constructed in one phase by the landowner.

The movement network is to include a connected internal road network, a pedestrian and cycle network and public transport infrastructure. There is to be an open space network including walking and cycle paths.

Plan Change 15 alters the zoning of the area concerned from Countryside Environment to Massey North Town Centre Special Area, and, in the case of the existing Massey North Town Centre, from Community Environment to Massey North Town Centre Special Area. It also includes an extension to the Metropolitan Urban Limits.

### 3.2 Access to the Massey North –Westgate Area

The Massey North-Westgate Town Centre is located at the western end of the north-western Motorway (SH16). It is bounded by Hobsonville Road to the south, the route of the planned realignment of State Highway 18 to the east, the existing SH16 to the west, and the extended Metropolitan Limits to the north.

Access to the West Harbour and Hobsonville areas and to North Shore City to the east is along Hobsonville Road, which is presently part of State Highway 18. The Upper Harbour Motorway currently under construction will form the new SH18 route and will become the primary road link to North Shore City. Hobsonville Road's function will then alter to serving the West Harbour area and the planned Hobsonville Corridor development. Bus services between these areas and Westgate will use Hobsonville Road, while express bus services between the North Shore and Westgate are expected to use the new motorway.

The motorway extension plans include a new Hobsonville interchange between the North-western and Upper Harbour Motorways. On completion of the interchange, the primary access to the new Massey North-Westgate town centre will be via Hobsonville Road west of the North-western Motorway. The new interchange will provide full ramp connections between the Upper Harbour Motorway and Hobsonville Road, but only the south facing ramps to the North-Western Motorway.

Access to the Massey North Employment Area will primarily be gained via the existing State Highway 16 and through the town centre. The proposed Northside Drive, running in an east-west alignment through the employment area and over the realigned SH16 will also connect to the Trig Interchange to the east giving access to areas east of the site via the Upper Harbour Motorway (under construction). The proposed Northside Drive also connects with the existing SH16 to the west of the site. (Refer Figures 1 and 2).

Figure 1 includes a yellow square which is the indicative location of the proposed bus interchange. The street on which the bus interchange is shown is referred to as Cross Street in the discussion on staging below.

Figure 1 also shows in light blue the indicative location of the proposed park and ride facility. It includes the following note "*The Park and Ride is to be located such that it is accessible for public transport users and delivers a safe and secure environment for users. The location can change as the town develops further, including the option to deliver such use within a parking structure.*"

A144 7