



# Briefing: Parking Strategy

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**10 July 2024 – 4.00pm**

## Attendees

**Elected Members:** Mayor Barry, Cr Briggs, Cr Brown, Cr Dyer, Cr Edwards (via audio-visual link); Deputy Mayor Lewis (via audio-visual link), Cr Mitchell, Cr Parkin, Cr Shaw, Cr Stallinger (via audio-visual link), Cr Tupou and K Yung, Petone Community Board (via audio-visual link)

**Staff:** J Miller, Chief Executive (part meeting); J Livschitz, Group Chief Financial (via audio-visual link); J Griffiths, Director Strategy and Engagement; J Kingsbury, Director Economy and Development; P Hewitt, Head of Transport; R Lemalu, Project Delivery Manager – Transport; J Rowe, Project Manager – Transport; S White, Policy Advisor; M Quivooy, Principal Advisor, Strategy and Policy; E Scherer, Transport Engineering Manager; W Botha, Corporate Planning Lead; C Parish, Head of Mayor’s Office; and J Randall, Democracy Advisor.

## Apologies

Cr Barratt and Cr Morgan

## Presenters

M Quivooy, Principal Advisor, Strategy and Policy and E Scherer, Transport Engineering Manager.

# Key Objectives of the Briefing

The purpose of the briefing is to update members on a proposed Parking Strategy and parking management plans.

## Introduction

The presentation covers best practice, learnings from other councils, challenges, what Council wants parking management to achieve and the development process.

## Presentation by Maarten Quivooy, Principal Advisor, Strategy and Policy

### Slide 1 (Header)

**Slide 2 – We all know about some parking issues:** Parking is a systemic issue, and the growth of Lower Hutt will put increasing pressure on parking.

**Slide 3 –How a parking strategy works:** A parking strategy is a framework to inform and drive parking management plans, reduce ad-hoc changes to parking management and inform the community about Council's approach to parking management.

**Slide 4 – Running with best practice – the NZTA model:** In this model, Council's Parking Strategy informs and drives parking management plans.

**Slide 5 – What we learned from other councils:** Councils are moving away from 'generous supply' parking policies towards providing parking 'in the right place, at the right time and at the right price.'

**Slide 6 – How do we balance competing objectives?:** A Parking Strategy needs to meet competing demands. Objectives are often in tension with each other and trade-offs are needed.

**Slide 7 – Proposed outcome, objectives and principles:** Parking management plans must reference the objectives and identify how they have been balanced when arriving at proposed changes in parking management.

**Slide 8 – Next steps.**

**Slide 9 – Questions for your feedback.**

## Questions and discussion points

- Density and intensification present significant challenges for parking. There is a growing demand for on-road parking because of housing developments without dedicated car parks. It may be necessary to create parking management plans for groups of streets and Park n Ride car parks. Officers will coordinate with Kāinga Ora when developing their parking management plans.
- Key stakeholders such as Metlink, Greater Wellington Regional Council (GWRC), and developers should be brought into the conversation early, so their feedback can inform parking management plans, and they can support them.
- Include a broader picture so that residents understand that Council does not have control over certain aspects of parking management plans, such as public transport and rules introduced by National Policy Statements.
- Most councils include climate change in their parking management plans and are trying to encourage alternative mode use rather than increasing the number of parking spaces.
- Consider ways for Council to collaborate with businesses to promote walking in commercial areas for shopping, rather than driving to a store.
- Consider how Council can collaborate with businesses to promote walking in commercial areas for shopping, rather than driving.
- The travel behaviours and plans completed by officers as part of Council's Integrated Transport Plan will be updated. Parking management plans undertaken as part of the RiverLink Alliance will be reviewed, with a particular

focus on the future temporary closure of Melling Station. Other options will be considered.

- Officers will work with the Chamber of Commerce to coordinate work schemes that promote alternative modes for workers. Hutt Hospital is currently developing a plan to address its parking issues. Additionally, more individuals are opting to work from home.
- A resident-only parking scheme is one option for the side streets off Jackson Street, once parking meters are introduced.
- Residents purchasing a property without designated parking should understand that they cannot depend on the street for private parking. The streets are public space and may be required for bus priority lanes or cycling lanes.
- The transition to electric vehicles will lead to increased demand for charging stations. Reliable and efficient transportation options will be essential.
- GWRC Park and Ride car parks should be included in the parking management plan. Officers should collaborate with GWRC and developers.
- The Lower Hutt District Plan allows intensification in multiple areas, so parking management plans need to be adaptable citywide. Additional options, such as establishing permanent car-share car parks, could also be considered.
- Parking management changes will be subject to standard consultation under Council's Significance and Engagement Policy. Public consultation will be factored into the process.

## **Next steps**

- Engagement with stakeholder groups.
- Draft Parking Strategy to the Policy, Finance and Strategy Committee for consideration.
- The Transport Team will identify areas suitable for a Parking Management Plan.

# Briefing materials

**Attachment 1** – Presentation: Parking Strategy

**The briefing closed at 4.42pm**