Te Awa Kairangi ki Tai Lower Hutt – Draft Parking Strategy

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Version	Author	Date	Description
V 1.0	Maarten Quivooy	June 2024	Insert brief description here
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Contents

Purpose & Scope

This strategy outlines Council's approach to managing the parking that it provides in Te Awa Kairangi ki Tai Lower Hutt. It sets out the strategic framework to inform and drive the development of parking management plans which will propose changes to parking management to address specific parking issues, challenges or opportunities.

The strategy applies to:

- All Council-provided public parking places, including on-street and off-street parking;
- All types of Council-provided parking places including parking for cars, motorcycles, servicing and loading spaces, and mobility parking spaces; and
- CBD and suburban shopping areas, and residential areas.

Bicycles and micro-mobility devices have not been included in this strategy as parking for them is generally provided for in off-street spaces (i.e. on footpaths).

Privately owned car parking is a significant contributor to parking in Te Awa Kairangi ki Tai Lower Hutt. Parking management plans will take into account the availability and pricing of privately owned car parking. This includes the impact of privately owned car parking on public parking, and not undermining the viability of privately owned car parking.

The strategy does not apply to:

- Privately owned off-street car parking;
- Any parking outside the city boundaries; and issues of parking used for freedom camping or homelessness.

Council's authority to make changes to parking management is enabled through the Hutt City Council Traffic Bylaw 2018. Any changes need to be in accordance with Land Transport Rule Traffic Control Devices Rule 2004, which sets out the functions and responsibilities of local authorities in their decisions on the control of traffic. All Council provided public parking is subject to compliance with the operative District Plan.

Where does this strategy fit?

This strategy aligns with the National Parking Management Guidance (2021) issued by Waka Kotahi NZ Transport Agency which requires parking strategies developed by local councils to be informed by key national inputs including:

- The Government Policy Statement on Land Transport;
- The national Policy Statement on Urban Development;
- The Zero Carbon Act; and
- Keeping Cities Moving.

This strategy has taken into account Council and regional plans that guide the transport system in Te Awa Kairangi ki Tai Lower Hutt, including:

- **Integrated Transport Strategy (2022)** – sets out the priorities for integrated transport in Hutt City including measures focused on kerbside parking management and road space reallocation;
- **The Interim Carbon Reduction and Climate Resilience Plan for Hutt City Council (2021-2031)** – this plan aims to reduce corporate emissions within Council, reduce the City's greenhouse gas emissions, and support climate resilience by encouraging mode shift and improving micromobility and cycling infrastructure;
- **Our Race Against Time (Lower Hutt Climate Action Pathway, 2022)** – this plan aims to reduce Council's climate impact by increasing electric vehicle charging, by working with Metlink to improve the public transport system, and by supporting mode shift;
- **Regional Emissions Reduction Plan (2024-2030)** – part of this plan focuses on transport and urban form, and the ways the region, including Hutt City, can improve sustainability and become a healthier and better-connected community; and
- **The Wellington Region Land Transport Plan (2021)** – this plan outlines 10-30 year targets for improving infrastructure, access, resilience and health outcomes, and reducing carbon emissions.

What is a parking strategy & why do we need one?

A parking strategy provides the framework for Council to make consistent and transparent decisions about parking management. It establishes the objectives that Council wants parking management to achieve and provides guidance to help ensure balanced decisions are made about the competing demands for parking space on our streets.

This parking strategy addresses the significant challenges we face in Te Awa Kairangi ki Tai Lower Hutt which are putting increasing pressure on our limited parking capacity, including:

- *Our growing population means increased parking demand*

The population of Te Awa Kairangi ki Tai Lower Hutt has grown considerably, increasing from 107,500 in 2017 and is expected to reach 137,000 in 2043. This means we need to make better use of our limited road space, moves more people using fewer vehicles, and encourages more people to use public transport, walk or cycle.

- *The impacts of increasing housing density*

Our population growth has coincided with a rapid increase in infill housing and housing density. The National Policy Statement on Urban Development (2020) has removed off-street parking requirements for new housing developments, increasing the demand for on-street parking.

- *Parking supply is decreasing*

Hutt City will lose approximately 700 carparks in the central city as a result of the Te Wai Takamori o Te Awa Kairangi (RiverLink) Project, with the planned reduction of size in the riverbank carpark, construction of the new Melling interchange and station, and city centre streetscaping.

Greater Wellington Regional Council has signalled that they intend to introduce charging for car parking at Park & Ride locations across the region. There are flow on implications for these locations if commuters move to park on local streets to avoid these charges.

- *Access needs are not always met*

In the most recent resident satisfaction survey (2024) more than 80% of respondents who completed the survey were satisfied with the availability of parking. The remainder were dissatisfied with the availability of car parking in the city, and particularly with mobility parking.

- *The need to address climate change*

Council has a goal to have net zero carbon emissions by 2050. The availability and price of parking influences a person's decision to drive, cycle or use public transport. Parking management can contribute to reducing congestion and greenhouse gas emissions. It can also influence travel choices by setting road space priorities and the designations applied to that road space.

- *The cost of providing parking falls on ratepayers*

Most parking in Hutt City is currently free of charge. The construction cost of providing parking space, including land costs, has been estimated (by Wellington City Council) to be between $14,000 and $75,000 per car park. These costs are met by all ratepayers, including those who do not drive. Parking fees offset the cost of parking from ratepayers to parking users, allowing Council to reinvest in parking management services.

What is parking management and how do we manage parking?

Parking management is the package of measures designed to achieve the outcomes and objectives Council has set for its provision of public parking. It can include:

- limiting the space that is available for parking;
- restricting the time vehicles can use public parking spaces;
- allocating specific spaces for types of parking (e.g. mobility and loading zones); and
- requiring and setting the fees for use of public parking.

Te Awa Kairangi ki Tai Lower Hutt has a mix of unrestricted, paid and time-limited parking. In locations of high demand, such as schools and shopping areas, parking time limits and parking pricing encourage turnover in the use of parking spaces. Parking spaces are also designated to improve access for certain user groups or vehicles, such as mobility parking spaces, bus stops, pick up and drop of zones, and taxi ranks.

Time-restricted parking can optimise the use of parking space, but can also become poorly aligned with the needs of nearby activities. This means that parking restrictions need to be area and purpose specific.

Research indicates paid parking can increase the parking turnover rate and enables more cars to use the car parking spaces and reduce the time drivers spend looking for parking space. Paid parking can also have environmental benefits by encouraging the use of alternative modes of transport.

Underpriced and long-term parking can create congestion and unnecessary emissions. Overpriced and underoccupied parking can result in empty car parks with retailers losing customers, and a loss of revenue that could be put back into improving parking management.

To avoid these problems, councils adjust their parking pricing by location and time of day. The process of adjusting prices based on occupancy has been called demand-responsive pricing.

What are Parking Management Plans (PMPs)?

Parking Management Plans (PMPs) give effect to the Parking Strategy by addressing specific parking issues in a defined location in the city and recommending how these issues should be managed.

PMPs will be informed by data collection and analysis, and will be subject to consultation with affected communities or neighbourhoods prior to being considered and approved by Council.

The technical detail to be found in a PMP can include:

- a map of the defined area;
- data and information on current parking patterns;
- a detailed description of changing parking needs, parking issues and opportunities;
- a review of previous parking management decisions (Transport Resolutions):
- relevant context, including changes to land use, growth and any policy or strategy considerations;
- proposals for parking management changes (e.g. parking designations, parking restrictions, or parking charges;
- an implementation plan; and
- recommendations.

PMPs provide for increased accountability by ensuring parking management changes are evidence based, have been clearly signaled and consulted on, are formally approved, and then monitored for effectiveness.

What we want parking management to achieve

Parking management is a critical component of creating a sustainable transport system in Te Awa Kairangi ki Tai Lower Hutt. It does this by moving away from a demand-based approach, to providing the right amount of parking, in the right place, at the right time, at the right price.

Parking management should enable people to visit recreational, commercial and civic facilities by helping to make sure they can find a place to park. Parking management approaches that aim for 85% occupancy generally enable sufficient availability for people to use and enjoy their city centres and increase the level of activity in them.

Outcome:

The overarching outcome that Council has set for parking management is:

> ***Parking management supports Te Awa Kairangi ki Tai Lower Hutt***
>
> ***to be a vibrant and well-functioning city where everyone thrives.***

Objectives:

To deliver this outcome Council has articulated the following objectives that it wants the parking strategy and PMPs to achieve:

- ***Make best use of existing parking space*** - making the best use of existing parking space and not increasing the supply of parking;
- ***Ensure inclusive access*** – prioritising parking and street space to enable people of all ages and abilities to access community and council facilities;

- ***Be good for business*** - making parking more accessible at times when it is needed for businesses and their customers;
- ***Encourage mode shift*** – helping to tackle climate change by using parking management to encourage a shift to more sustainable alternative modes of transport;
- ***Support social wellbeing*** – ensuring parking management supports opportunities for wider social engagement across Te Awa Kairangi ki Tai Lower Hutt;
- ***Parking costs are shared equitably –*** the cost of providing parking is shared more equitably between ratepayers and the users of parking spaces.
- ***parking management delivers a high-quality user experience –*** parking users understand how parking management works and can experience a positive engagement with the parking system; and
- ***parking management supports quality urban design and city-wide transport outcomes –*** the allocation of parking space supports high quality urban design and parking management supports the wider city transport network.

Principles:

There will be situations in which these objectives are in tension. The principles below are intended to help inform any trade-offs that may need to be made.

- ***public safety –*** allocation of street space for parking and parking management should maximise public safety;
- ***prioritise parking for those with greatest need –*** parking enables those with mobility or access needs to move around the city easily and safely;
- ***parking management decisions are evidence based –*** proposals for changes to parking management must be evidence based;
- ***parking pricing responds to demand –*** parking pricing responds to the demand for parking and the convenience of parking; and
- ***ensure the movement function of roads and streets –*** two-way movement on roads and streets is prioritised where needed.

Where PMPs make recommendations for change in parking management they will be expected to clearly indicate which objectives these changes are intended to achieve, and which principles have been considered in making any trade-offs between those objectives.

How we will make decisions about parking in Te Awa Kairangi ki Tai Lower Hutt

Priorities for our street space

Streets in Te Awa Kairangi ki Tai Lower Hutt provide three main functions:

- ***movement -*** space allocated for the safe movement of people and vehicles (including emergency management vehicles), such as: footpaths, cycle lanes, traffic lanes, driveways, and no stopping areas;
- ***place*** - space allocated for urban design, amenities and commerce, e.g. housing areas, sports fields, shopping areas, markets and events; and
- ***parking -*** space allocated for stationary vehicles, e.g. on-street parking, bus stops, and mobility parking.

Many streets support all three functions, while some only provide for one or two. For example, expressways only support movement, while a shared space may only provide place and movement. The function of a street can also change depending on time or day. Some streets only permit on-street parking at certain times of the day, while others, like Jackson Street in Petone, can be transformed into a street-market on occasion.

Many of our roads and residential streets are not wide enough to support two parking lanes as well as two movement lanes. Where use of on-street parking increases this can create issues for emergency vehicles and refuse collection.

We will assess street space priorities in accordance with the principles of the National Parking Management Guidance which prioritise safety, then property access, then footpaths and then public transport and cycling, over the provision of vehicle parking.

Balancing parking demands in residential and non-residential areas

Where street space is not required to provide for movement or place, car parking can be provided where it is safe to do so. The tables below set out the high,

medium and low priority parking space priorities for parking in commercial areas (table 1) and residential areas (table 2).

Table 1: Parking space priorities - non-residential areas

Parking space priorities – commercial areas		
Priority	**Parking Designation**	**Characteristics**
High	Bus facilities	On-street and off-street bays to provide bus stops, super stops and interchange facilities to provide access to bus services
	Mobility parking	On-street parking bays suitable for people with disabilities
	Loading zones and taxi ranks	In areas of high demand or where private off-street loading bays are not available
	Rapid transactions (P10)	Typically, 10-minute parking to drop off or pick up people or goods at key locations (e.g. dairy, post office)
Medium	Customer parking	Short-medium-term parking for customers to access businesses and retail activities
	Car share spaces	Where scheme membership and demand justify the allocation of parking spaces
	EV charging spaces	On-street parking bays in convenient locations to support the transition to low carbon vehicles including all types of sustainable vehicle parking requirements
	Resident parking	Parking areas for residents
Low	Commuter parking	Parking areas for commuters

Table 2: Parking space priorities in residential areas

Parking space priorities – residential areas		
Priority	**Parking Designation**	**Characteristics**
High	Bus stops	On-street bays to provide access to bus services
	Mobility parking	On-street parking bays suitable for people with disabilities
	Rapid transactions (P10)	Typically, 10-minute parking bays suitable for people with disabilities
Medium	Car share spaces	Where scheme membership and demand justify the allocation of parking space
	Resident parking	Permit schemes may be considered for eligible properties in areas that qualify and experience high parking demand
Low	Commuter	Commuters should have the lowest priority as all-day parking demands can undermine residential access

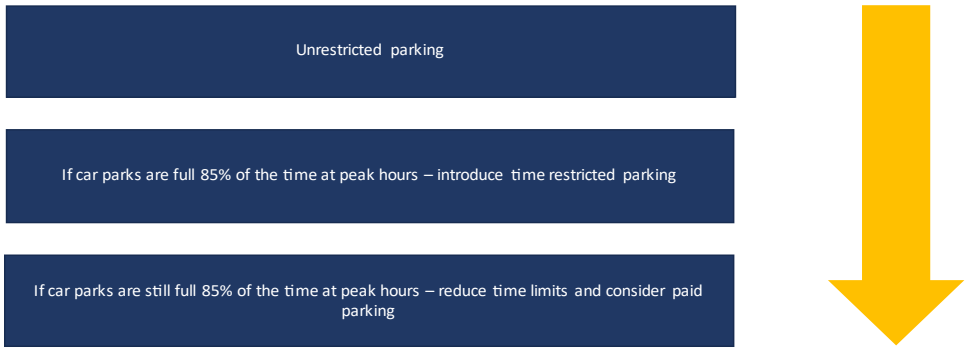
Parking in industrial and recreational areas

Parking space priorities in industrial and recreational areas will be informed by the commercial and residential parking space priorities above. More importantly however, they will reflect analysis of data about the demand for parking in specific industrial areas such as the Seaview and recreational areas such the Walter Nash Centre.

Parking management thresholds

Parking will be managed in line with parking management thresholds based on occupancy data. Parking will be managed by levers such as time or price. Changes to time restrictions or fees to manage parking will be decided based on meeting or exceeding the occupancy thresholds outlined in the following flow charts:

Parking management thresholds – residential areas



Parking management thresholds – commercial areas

The thresholds for residential parking will not be limited by the time of day.

Collecting and using parking data

Information about parking demand is critical when making decisions about parking. Parking data is essential for measuring the effectiveness of parking interventions. Understanding where, when, and how long vehicles are parked in certain places will help the Council decide if changes are needed. Frequent monitoring of parking demand, especially in busy areas, will enable Council to

determine whether the current parking tools are adequate or require further intervention.

Long-term data trends can highlight seasonal changes or demonstrate the influence of changes on the transport network and transport choices. The table below sets the key parking indicators which will inform changes to parking management settings:

Indicator	Description
Occupancy rates	The percentage of all parking spaces in use, by time of day and type of restriction
Paid parking use	The number of people that pay for parking, by time of day and length of stay
Duration of stay	The distribution of how long people stay parked for
Offending	The number of vehicles that are repeatedly ticketed for not paying, or for overstaying time restrictions
Repeat offenders	The number of vehicles that are repeatedly ticketed for not paying, or for overstaying time restrictions
Revenue	Data on the net and gross revenue generated from parking related activities
Payment methods	Classification of how people choose to pay for parking

Parking data will be collected by the Council and managed by the Transport Group. The Transport Group will analyse parking data to inform the development of parking management plans. The costs of collecting parking data will be met from the revenue generated by paid parking.

The Parking Management Toolbox

There are several tools in the parking management toolbox. The purpose of these tools is to provide a framework and options to deal with parking challenges across the city.

Designated Parking

Designated parking spaces are for a specific user group or vehicle (e.g. mobility parking, bus stop, loading zone). There are opportunities to use some of these parking spaces more efficiently by allowing shared use of the space (using appropriate signage) based on times of the day or week. For example, loading zones are useful for businesses during the day but can be designated as pick up zones or taxi ranks in the evening. Mobility parking spaces will retain their designated status at all times.

Time Restrictions

Time restrictions are commonly used to manage parking in busy areas such as town centres, sports facilities, local shopping areas and schools. Time restrictions can also encourage people to use other modes of transport, reduce congestion and carbon emissions by reducing the number of drivers cruising for free parking.

A variety of time restrictions are currently used in Te Awa Kairangi ki Tai Lower Hutt (e.g. P5, P10, P30, P60, P120) These tend to align with the need for turnover in commercial or residential areas. Most time restrictions only apply during the day on weekdays. The hours that time restrictions apply depends on the location and purpose of the parking space, and may be reviewed through Parking Management Plans, if required.

Peak parking occupancy commonly guides decisions to change time restrictions and paid parking. An 85% occupancy is a target threshold used by most councils, and is adopted in this strategy. 85% occupancy means that at any point in time around one in seven car parking spaces will be available. Higher occupancy levels results in drivers circling looking for parking, while lower occupancy levels will result in empty parking spaces.

In residential areas with high parking demand generated by residents themselves, time restrictions should only be used sparingly as they provide little benefit but can lead to residents having to frequently move their vehicles.

Time restriction	Application
Rapid transaction (up to 10 minutes)	Designated parking spaces to provide convenient access for short trips and to drop off or pick up people or goods
	Generally located adjacent to businesses with high demand for rapid transactions (e.g. dairies and takeaway food)
	Frequently used outside community facilities (e.g. pools and libraries) to allow for picking up and dropping off
	Where possible, high turnover spaces (such as P5, P10, and loading zones) should not be used adjacent to cycle lanes to avoid potential accidents
Short term (up to 30 or 60 minutes)	On key streets in busy commercial areas where high turnover is needed but paid parking is not currently in use
	In neighbourhood activity centres and at community facilities where high turnover is needed
Medium term (up to 2 , 3 or 4 hours)	Fringe areas of commercial zones and industrial areas
	Off-street carparks
Long term (longer than 4 hours)	Areas impacted by long term or overnight parking
	Off street carparks

Paid Parking

Time restricted parking has limitations. The way people spend time in our city's commercial centres is changing, as people look to spend more time enjoying a variety of retail, hospitality and leisure activities, rather than simply making a single stop at a retail business. Time restrictions that support quick turnover may lack the flexibility modern businesses and customers require, by reducing the time and money people spend in an area.

Paid parking is best used where time restrictions are no longer effective in managing demand or where reducing time restrictions further no longer aligns with the customer and business needs. Paid parking encourages people to use

alternative modes of transport and ensures road space is valued and used efficiently. The revenue generated by paid parking can help offset the costs of providing parking and parking management.

Graduated and demand-responsive pricing

In areas with paid parking, time restrictions could be replaced with graduated or demand-responsive pricing to manage turnover and provide greater flexibility. Graduated and demand-responsive pricing encourages drivers to think about the price of parking as an integral element of their travel costs. Internationally, many cities are moving to implement graduated or demand responsive pricing, which allow people to pay to stay for as long as they need. This approach discourages long-term and commuter parking in the city and creates enhanced commercial activity in retail and other business areas.

The table below provides an example of the graduated pricing introduced in Auckland in 2022.

Auckland's graduated parking pricing structure (as at January 2022)		
Time and day	**Zone 1 – Central City**	**Zone 2 – Outer zone**
Mon – Fri (8am to 6pm)	$5/hour for first 2 hours	$3.50/hour for first 2 hours
	$10/hour thereafter	$7/hour thereafter
Mon Fri (6pm to 10pm)	$2.50/hour for the first 2 hours	
	$5/hour thereafter	
Sat, Sun and public holidays 8am to 10pm	$2.50/hour for the first 2 hours	
	$5/hour thereafter	
Sat (8am to 6pm)		$1.50/hour for first 2 hours
		$3/hour thereafter

Long/short-term fee differentials

Charging different fees for short versus long-term parking can change turnover rate and user mix. Higher fees for long-term parking can help discourage

commuter parking and make more spaces available for shoppers and short-term users. This can also encourage car-pooling and mode switching without hindering commercial activity.

Permits

Council provides parking permits to specific users or vehicles where other parking arrangements are unsuitable. Most permits incur a fee and generally provide exemptions to time restrictions and/or payment. At present, Council provides Mobility Parking Permits, a limited number of Resident Parking Permits, and Permits for volunteers of specific organisations (e.g. Citizens Advice Bureau and Foodbanks).

Potential future categories of parking permits could include:

- Critical Service Permits: for essential and emergency service workers;
- Trade/Contractor Permits: to allow temporary access for tradespeople;
- Carpool/Car Share Permits: to allow permit holders access to dedicated carpool parking spaces with reduced parking fees; and
- Authorised Vehicle Permits: that provide exemptions in other situations, such as for events or filming, that are not covered by typical permits.

It is anticipated that unless there are exceptional circumstances, new categories of parking permits will only be introduced through PMPs.

Enforcement

Enforcement is critical to effective parking management. Council's parking management staff enforce compliance with parking restrictions and payment requirements, illegal parking, as well as checking for valid warrants of fitness and vehicle registration.

Communities can have a complex relationship with parking enforcement. Too much enforcement can appear unfair and deter people from visiting an area, whereas too little means people disregard parking restrictions such as mobility parks, and it can also becomes harder for people to find a parking space.

Council's parking management staff exercise discretion in their enforcement role. This may take the form of targeting areas with known high levels of parking infringement, or alternatively not issuing infringement notices where the parking infringement was accidental or inadvertent.

Parking management changes proposed in PMPs, such as expanding the areas of paid and time-restricted parking, may require additional enforcement resources or investment in enforcement technology.

The efficiency of parking enforcement can be substantially improved by using technology such as licence plate recognition (LPR) camera enforcement. LPR enforcement can cover a greater area than wardens on foot and allow council to be more responsive to requests for enforcement.

Paying for parking

Council receives income from parking infringements for overstaying time or paid parking restrictions, illegal parking, and for expired Warrants of Fitness (WOFs) and vehicle registrations. Where Council receives income from fines for expired WOFs and vehicle licenses NZTA is paid a portion of the amount received. . Council incurs costs to deliver parking management services such as wages for enforcement staff, parking meter maintenance, infringement equipment, IT support costs, and legal costs

Business perceptions of paid parking can be improved by reinvesting parking revenue into services and facilities that benefit a commercial centre, such as urban design and amenity, public transport improvements, economic development initiatives or events.

Cash payment for parking creates costs for Council, in terms of having to pay for cash collection services, as well as increased risks of vandalism and theft. Pay by plate parking meters link vehicle registration to payment. Customers using the related parking app can choose to only pay for the time they use and increase their parking time remotely.

Existing methods of payment for parking include cash, EFTPOS and the PayMyPark mobile app, with fees applying for payment by credit card and the PayMyPark mobile app. There may be opportunities to remove or reduce app or credit card fees, along with linking parking payments to a public transport smartcard as part of an integrated transport payment system.

Digital parking communication systems

Digital parking systems can communicate information on parking space availability, using real-time data on electronic directional signage, mobile apps, and websites. Real-time information on parking can help reduce congestion by decreasing the number of drivers searching for available parking.

Future technology may enable the number of available spaces in an area to be determined by sensors, access to be regulated via an automated barrier arm or geofencing parking (with a pre-paid tracking device), as well as enabling payments for specific areas.

Electronic permits

Electronic permits are linked to a vehicle's registration number, eliminating the ability for permits to be shared. They also provide customers with more convenience as they can be applied for, issued, changed and cancelled online.

Parking Management Plans will be used to make changes to parking management

Parking Management Plans (PMPs) will make proposals for how parking in specified areas should be managed. PMPs generally include an overview of the amount and types of parking in an area and data on parking demands and trends. They outline the current transport networks and land use, as well as any future changes that could influence parking demand or supply. Based on this information, PMPs identify short, medium and long-term recommendations for improving how parking is managed.

PMPs will be developed where there is evidence to demonstrate a parking issue in the area or where there is demand for intervention from the local community. All PMPs will be developed in consultation with interested parties – e.g. local retailers, residents, and the local community.

Parking management plans will be data driven. Collection and analysis of data about parking patterns and the demand for parking, will inform the need for the development of a PMP, and any proposals for changes to parking management in the area covered by the PMP.

A PMP could be developed where:

- parking occupancy levels in commercial areas regularly exceed 85% at the busiest times of the day, or where parking occupancy levels are significantly lower than the 85% target occupancy

- there are significantly reduced levels of off-street or on-site parking provision due, for example, to housing intensification or changing land use by a service provision agency such as the hospital
- there are safety and/or access issues, for example, emergency services, roading upgrades, kerbside changes, improved bus services, or road design changes that require council to make changes to parking
- parking management could encourage mode shift.

PMPs will address parking in a defined geographical area and should be developed when most parking spaces, or more than 25% of parking spaces within a 200 metres radius are considered to be affected, or where changes impact on existing parking management nearby. Local consultation with nearby residents and businesses will then be undertaken as part of the PMP process.

Initially, PMPs will be developed to address parking issues or challenges in specific areas of the Te Awa Kairangi ki Tai Lower Hutt. For example, a parking management plan will be required for the anticipated reduction of public parking resulting from the Riverlink Project.

When will a Parking Management Plan not be required?

A PMP will not be required for small scale parking management changes that affect only a few parking spaces, or to address an isolated or discrete parking management problem such as:

- Where a parking restriction is needed for access or safety reasons
- a parking issue at a particular school
- where local businesses ask for the introduction of a time limited park near their businesses.

The process for making small scale changes to parking management where a PMP is not required will follow the existing Transport Resolution process. Council's Transport Group will identify the issue and options for addressing it. Changes to parking management proposed by the Transport Group will reference the Parking Strategy objectives and principles, and will require formal approval by Council.

Who will make it happen?

The Parking Strategy provides Council and the community with a clear direction and framework for managing parking in Te Awa Kairangi ki Tai Lower Hutt, through the development of area-specific PMPs.

Implementation of the Parking Strategy and development of PMPs will be overseen by the head of the Transport Group at Hutt City Council. The Transport Group is responsible for the management and analysis of parking data collected by Council staff. The Transport Group will coordinate the collection of parking data, the creation of maps of car parking in Te Awa Kairangi ki Tai Lower Hutt, and the implementation of parking surveys. Their plans for this work will be set out in the Council's Integrated Transport Strategy. Council's commitment to the collection and analysis of parking data may also be referenced in future Long-Term Plans.

PMPs will be developed as and when they are required to address substantive parking management issues. PMPs will be subject to consultation with affected communities prior to being presented to Council for approval. PMPs will be developed with full regard to this Parking Strategy and will reference the Parking Strategy in support of any proposed changes to parking management. PMPs will be formally approved by Council.

The Regulatory Services group at Hutt City Council will enforce any parking management changes in a PMP and approved by Council.

Council performance against the Parking Strategy and PMPs will be monitored by the relevant Council committee. The Parking Strategy will be reviewed every three years, in response to any emerging issues, at the request of Council, or in response to changed legislative or statutory requirements.

Appendices

Appendix 1: Glossary

Term	Definition
Commercial area	An area which is primarily used for retail premises, office buildings, suburban shopping centres, and includes the central city.
Demand-responsive parking	Parking prices that are adjusted to respond to the demand for parking in parking areas (e.g. central city or commercial hubs such as Petone).
Industrial Zone	An area where the primary activity is of an industrial nature, including activities such as production and manufacturing, service and hiring of goods, extraction of natural resources, and the storage of goods, as outlined in the District Plan
Loading zone	Short-term parking spaces that allow businesses to load or unload goods. Loading zones serve an important function by facilitating the delivery of goods to centres, commercial areas, and industrial areas.
Mobility parking space	Parking spaces marked by a disability symbol. You must display a mobility permit to use mobility parking spaces.
Micro-mobility device	Small, lightweight vehicles (such as bicycles and scooters). That can be powered or unpowered transport device.
On-street parking	Parking your vehicle on the street as opposed to in a garage, parking building or on a driveway. On-street parking in urban areas is often paid parking and/or has time restrictions.

Off-street parking	Parking your vehicle anywhere that is not a street, such as a garage, parking building or on a driveway. Can be indoors or outdoors, and be private or commercial parking.
Parking fees	Fees required for the use of any parking place for any identified length of time. These fees will be managed through Parking Management Plans that are approved by Council.
Parking Management Plan	A parking management plan (PMP) is a location-specific plan that outlines parking management interventions for a centre, a neighbourhood, a particular land use (such as residential) or an area that is influenced by a land use (e.g. commercial parking spill over to a residential area). PMPs will be developed in reference to the Parking Strategy and will be approved by Council.
Parking space	Means a place (including a building) where vehicles, or any class of vehicles, may stop, stand, park.
Parking permit	Means a ticket obtained in the manner prescribed by the bylaw, allowing a vehicle to use a space in a pay and display area for the authorised period designated on the ticket.
Residential area	An area which is primarily used by people for accommodation and living purposes, as outlined in the District Plan
Taxi stand	A taxi stand is a queue area on a street where taxicabs line up to wait for passengers.
Note: similar terms may be used in other Council plans, strategies and policies, but their definitions should not be applied in this context.	