

What is a Parking framework, and why do we need one?

The purpose of the Parking Framework is to:

- Align carparking management with Council's broader goals for the city and the transport network, and community aspirations for specific places.
- Ensure the efficient use of carparks so that there is an adequate supply now and into the future as the city grows.

Parking efficiency is best measured through use. If demand is too high for the existing supply, people will not be able to find a park. If use is too low, then parking could be oversupplied and not the best use of that space.

The availability of parking in the city has been identified as one of Palmerston North's areas of lowest community satisfaction through our resident surveys. Because there are competing demands for parking Council needs to balance these demands to achieve good outcomes for the city.

Palmerston North is growing and is projected to continue to grow. As the City grows the transport network is likely to become more congested and demand for parking is likely to grow in some areas. By looking at how we manage parking alongside the wider transport network changes, we can make smart decisions to manage both the supply and the demand for parking.

By developing a framework that balances supply and demand it allows us to think about the different modes of transport and how change for one mode might affect the other modes. For example, in 2017 when Queenstown's town centre carparking was at capacity, they increased their parking fees to address the issue. However, at the same time a new bus service was introduced with improved services and a cheaper fare. This integrated approach saw parking availability increase in the town centre, a reduction in congestion and an increase in the usage of the public transport service.

In developing the parking framework, we also want to look at the role of the public and private sectors in providing parking. The decisions that Council makes in managing its parking impacts the market's ability to provide parking. If we set parking fees too low, it drives away the private sector from potentially investing in parking infrastructure. Through good management of our parking, we can increase the efficiency of both public and private carparks.

Nothing in the Parking Framework predetermines a specific carparking outcome in a location in the city. Specific decisions will only be made following the preparation of more detailed parking management plans, and the design and consideration of capital programmes.

In addition to the Council's broader goals for the city and the transport network, parking management plans will consider a range of more detailed matters, such as changes in land use and community aspirations for specific places. For example, the Parking Framework and parking management plans will seek to help the Council and the community resolve matters such as:

- How can parking management better support the growth of office activities on Broadway Avenue between Terrace End and the City centre?
- How can parking management better support the growing night-time and hospitality economy on Broadway Avenue?
- What is the relationship between public and private parking on Broadway Avenue, King Street and Main Street and establishing an “eat street” on Broadway Avenue to help increase visible public life?
- How do the Council and the Hospital work together on carparking management to influence the demand for parking for employees and visitors, whilst also recognising the demands of surrounding residential areas?

How do we manage parking?

Each street is different. The level of parking should be determined by its function in the transport network, the nature of the surrounding land-use and the broader objectives the community may have for a place.

We have a range of tools, such as time restrictions and pricing to encourage parking turnover in locations of high demand, such as the city centre, hospital and around schools. Some parking spaces may also be designated to improve access for certain user groups or vehicles, like mobility parking spaces, bus stops or loading zones. On some streets, parking may be excluded or limited to certain times of the day to improve safety or the efficiency of the transport network.

Cities typically apply time restrictions and/or pricing to manage demand and support turnover. Time restrictions can be effective until they become too short and no longer align with the needs of nearby activities (e.g. a P30 park close to a hairdresser). At this point, paid parking may be introduced. When parking is priced appropriately, spaces turn over regularly, reducing the number of people driving around looking for a place to park.

How do we use this document?

This document is designed to be a toolkit that guides decision-making around parking. The document outlines the strategic goals sought through the management of the city’s parking and proposes a way forward using the tools outlined in this document. This document is a high-level document and does not propose any ‘on-the-ground’ changes. It is as a guide for making carparking decisions in a fair, consistent and transparent way.

We consider competing demands when making decisions about parking

Balancing the competing demands for our city’s public space can be challenging. To help make decisions about prioritising and allocating street space and parking,

we have developed a series of objectives and guiding principles. These are based on best-practice and feedback from early engagement with community groups.

The objectives outline what we're seeking to achieve, while the guiding principles set out how we will deliver and implement any parking changes. We recognise that there are often unavoidable conflicts around parking provision and management and at times, trade-offs may need to be made. These objectives and principles will be used to provide guidance and transparent reasoning behind decision-making.

Objectives

The objectives for how we'll manage parking are:

1. **Support a balanced transportation network:** By managing parking in an integrated way, we seek to improve the availability of parking, reduce congestion, encourage active and public transport and overall improve the efficiency of the city's transport network.
2. **Create a city for everyone:** We'll organise our streets to improve design, making it easy for people to move around and foster a lively, diverse and vibrant city.
3. **Place-based responses:** We will ensure parking management helps to deliver on community objectives for specific places (placemaking).
4. **Provide equal access for everyone:** When planning parking and street space, we'll focus on ensuring safe movement for people of all ages and abilities.
5. **Boost local economy:** The way we manage parking in commercial areas will encourage turnover in a manner that benefits both nearby businesses and the community.
6. **Effectively handle parking as a shared resource:** Manage parking supply to meet demand and maximise community value.

Principles

The principles below explain how the Council will apply the objectives to make decisions.

<p>Public space is prioritised to deliver the highest value to residents and visitors.</p>	<p>Allocation of space on our streets will be prioritised to deliver a safe and sustainable transport network for all road users.</p>
<p>Ensure parking supply is appropriate to the adjacent land-use</p>	<p>Ensuring parking supply is appropriate to the adjacent land-use is crucial to avoid mismatched parking availability that could lead to congestion, inefficient land utilisation, and inconvenience for residents or businesses in the specific area.</p>
<p>Community involvement</p>	<p>Involving the community in the preparation of parking management plans to ensure they help deliver on community objectives for specific places (placemaking)</p>

<p>Prioritise users with the greatest need for parking</p>	<p>There are many different types of users of parking each with different needs. Parking should be prioritised to ensure:</p> <ul style="list-style-type: none"> • Businesses can operate effectively. • People who have limited mobility options are not disadvantaged and can access services. • Parking resources are used in the most efficient way possible.
<p>Those who benefit from parking contribute to the cost of parking</p>	<p>Users pay for parking to reflect the convenience, demand, opportunity, and environmental costs of parking provisions in areas of high demand.</p>
<p>Parking management is integrated with the wider transport system</p>	<p>Parking decisions should not undermine the city's wider transport aspirations and should support a balanced transport network that provides for all modes.</p>
<p>Ensure parking supports a quality urban environment</p>	<p>Ensuring that our parking infrastructure complements the urban form will help us to achieve a more vibrant city. By providing an appropriate amount of parking in the right locations we can ensure that the city is attractive, appealing and functions well.</p>
<p>Make transparent and evidence-based decisions</p>	<p>Competing demands for parking means that changes are often difficult discussions, with opposing views on the best use of public space. By making evidence-based decisions in a transparent manner, we can maximise the use of our public spaces in ways that prioritise the best outcomes for our whole community.</p>
<p>Provide a high-quality user experience</p>	<p>Well managed parking means that users can easily find a car park and easily understand any restrictions.</p>

How will we prioritise space on our streets?

Streets serve various functions, mainly supporting movement, place, and parking. Movement involves the safe movement of people and goods. Place focuses on the environment around the street and how people use it. Parking addresses vehicle storage. Some streets encompass all three functions, while others cater to one or two. The function of a street can change over time and throughout the day, such as peak hour clearways allowing parking only during off-peak hours. NZTA Waka Kotahi's One Network Framework (ONF) and Network Operating Framework (NOF) categorise streets based on movement and place levels, recognising streets as both transport corridors and places for people. The two frameworks guide the way space is allocated.



In places where street space isn't required to provide for movement or place functions, parking can be provided as long as it is safe to do so. The type of parking provided should be based on the surrounding land use and support the objectives of this framework.

How do we know if parking is being used efficiently?

Parking efficiency is best measured through utilisation. If utilisation is too high people will not be able to find a park. If utilisation is too low, then parking could be oversupplied and not the best use of that space. The goal is to achieve around 85% utilisation in high-demand areas. This means that over an hour the parking space will be in use for around 50 minutes. The reason we do not want 100% utilisation is so that around 1 in every 7 spaces is available, meaning new visitors can find a carpark without too much difficulty.

Parking Management in City Centre and Commercial areas

The challenge in the city centre and commercial areas comes from the competing needs of customers, visitors, and local workers.

Short-stay parking is valuable for private car users, particularly when alternative transport options are limited, such as visitors to the city that can't access public transport. It ensures accessibility for daily visitors and provides a way to access commercial activities.

Long-stay parking is typically used by employees in commercial areas. They provide a place for people to garage their car for long periods of time. Providing long-stay parking can hinder short-stay access during times of peak demand, limiting potential access for customers. Prioritising short-stays over long-stay usage is recommended for on-street parking to boost the area's vitality and economic activity. Changing work patterns with an increased number of people working from home have reduced some of the demand for long-stay parking, but there remains a demand. As much as possible, long-stay parking should be provided via off-street parking.

Off-street parking is provided by both Council and the private sector. We should ensure that decisions for managing Council parking does not undermine the ability of the market to provide this parking.

As the city grows there might be opportunities for Council to work with the private sector to encourage greater use of off-street parking. This would support placemaking activities that make the street space more welcoming and accessible.

Increased uptake in alternative modes such as walking, cycling, carpooling and public transport can help to reduce the overall demand. By providing convenient end of journey facilities, we can support uptake in these modes and help to reduce demand.

By aiming to achieve 85% occupancy, we can support parking turnover and optimise parking resources. Because one solution won't fit all areas, we'll need to use different methods in different areas.

Proposed Approach:

1. Prioritise mobility parking and loading zones.
2. Prioritise short-stay parking over long-stay parking for on-street parking facilities. Encourage long-stay parking to use off-street parking facilities rather than the on-street facilities.
3. Target 85% occupancy.
4. Develop a Parking Management Plan for the City Centre and surrounding areas (and suburban centres if needed).
5. Support active and public transport, by providing convenient end-of-journey facilities (bike racks, bus shelters, etc).

6. Explore opportunities for Council to work with the private sector in providing for off-street parking.
7. Over the long-term we will aim to shift on-street parking facilities in the City Centre to off-street parking facilities.
8. Where conflicts or requests in parking needs arise (and are not resolved through parking management plans), we will prioritise parking based on the Commercial area parking hierarchy.

Commercial area parking hierarchy		
Priority	Parking type	Characteristics
High	Bus Stops	Areas reserved for scheduled bus services. Only requires a limited number of spaces to provide connections for public transport to key locations. High priority to encourage public transport uptake.
High	Mobility Parking	On-street parking for mobility permit holders.
High	Loading Zones GSV	Areas reserved for Goods Service Vehicles, normally subject to very short time restrictions to ensure turnover. Highly important in city and town centres to enable servicing of businesses.
High	Very short stays (P15)	Enable customer rideshare e.g. Uber, pick-up drop-off and delivery pick-up.
Medium	Short Stay parking (less than 4 hours)	Medium-term parking for customers to access business and retail activities.
Medium	Car share	Areas reserved for approved car share schemes. Can be provided in city and town centres to support businesses travel plans, though care must be taken not to impact overall business access.
Medium	Small Passenger Service Vehicle (SPSV) parking	SPSV stands provide a dedicated area for approved taxi service providers.
Low	Long-stay parking (more than 4 hours)	Parking normally used by commuters and local staff. Priority should be shifting to off-street parking rather than on-street parking.
Low	Bicycle and scooter parking	Areas reserved for bicycle and scooter parking are important to ensure end-of-journey storage at key locations. These are best provided through off-street facilities.
Low	Bus layover	Areas reserved for buses to wait while repositioning. To be avoided where possible in the city centre.

Parking Management in Residential Streets with high demand

Parking in residential streets is a contentious issue where residents often feel they have preferential rights over other users. Where parking demand is high, and there are complaints from local residents, there may be pressure to act to preserve the space for residents. However, parking on residential streets is the same as parking on any other street and should be managed in a consistent way guided by a policy.

Currently PNCC provides residential parking permits to homes that have time limit restrictions outside of their property. However, this has caused issues as business may rely on these time limits for turnover. The current method for managing these permits is not leading to good outcomes and Council needs to restrict how these limits are used.

For most homes in Palmerston North outside of the city centre, on-site parking for at least one car already exists. In cases where a development has been approved without on-site parking, we need to balance the needs of the space with the surrounding land use and need to carefully consider the use of residential parking permits.

Proposed Approach:

1. Restrict who can use residential parking permits and how they can be used. In the future, if issues persist Council will consider phasing out the permits.
2. Develop a parking management plan for the Hospital and surrounding area.
3. Where conflicts or requests in parking needs arise (and are not resolved through parking management plans), we will prioritise parking based on the residential parking hierarchy

Residential parking hierarchy		
Priority	Parking type	Characteristics
High	Bus Stops	Areas reserved for scheduled bus services. Only requires a limited number of spaces to provide connections for public transport to key locations. High priority to encourage public transport uptake.
High	Car share	Areas reserved for approved car share schemes. Only requires a limited number of spaces to provide connections for public transport to key locations. High priority for key destinations around the city.
Medium	Bus layover	Can be more cost-effective than providing dedicated off-street facilities but can impact residential amenity. Where required these should be placed in locations that minimise impacts on residences
Medium	Short stay parking (less than 4 hours)	Parking for customers to access home businesses, visitors. Only required if area is subject to high parking demand.
Medium	Mobility Parking	On-street parking for mobility permit holders. Not normally required in residential areas, as residents will

		normally have access to off-street parking space. May be considered if there is a demand for mobility parking in an area that is subject to high parking demand.
Medium	Long-stay parking (more than 4 hours)staff	On-street parking for long stay workers where off-street parking is not provided, and there is a demand for staff parking
Low	Bicycle and scooter parking	Areas reserved for bicycle and scooter parking are important to ensure end-of-journey storage at key locations. These are best provided through off-street facilities, at key destinations.
Low	Long-stay parking(more than 4 hours) residents	Should be discouraged. Encourages dependency on Council to provide vehicle garaging for private residences.

How can we manage Parking Demand?

In areas of high parking demand, encouraging vehicle turnover is important to make the most efficient use of the parking space. Turnover can be achieved through two methods:

- Time restrictions
- Pricing (with or without time restrictions)

Time restrictions may be sufficient in areas with lower demand, whereas pricing is more effective in areas of high parking demand and high employment. Both approaches have advantages and disadvantages that need to be considered when implementing.

	Pricing	Time Restrictions
Advantages	<ul style="list-style-type: none"> • Parking users cover more of their own costs, reducing the cost on ratepayers • Parking Revenue can help to support public investment in improving facilities • Prices can be adjusted relatively quickly in response to higher demand 	<ul style="list-style-type: none"> • Relatively cheap and easy to implement • Useful for encouraging very short-term parking
Disadvantages	<ul style="list-style-type: none"> • Requires upfront investment in parking machines or technology • Can be unpopular 	<ul style="list-style-type: none"> • Difficult to respond to increases in parking demand • In areas of high employment, parking can be abused by staff who make use of the free parking • The cost of enforcing time limits is fully funded by ratepayers

In their national parking management guidance, NZTA Waka Kotahi outlines a flowchart to show how parking management can respond to increasing demand, noting that wider transport planning can also assist in reducing demand.

Demand Responsive Parking

A demand-responsive pricing approach adjusts on-street parking prices based on demand in order to manage and ensure availability for those in need. This eliminates the need for time limits, as prices drive turnover and availability. The primary goal is to maintain an 85 per cent rate of use in high-demand areas. This approach uses continuous monitoring of occupancy to make timely price adjustments, either up or down depending on the level of demand for the parks. The overarching objective is to maintain an average 85% occupancy during peak times, to reduce prolonged

searches for parking and to alleviate congestion. Demand responsive parking prioritises on-street parking for short-term visitors and customers over long-stay commuters. This means people can get the things they need to do done, while also encouraging them to vacate the space for the next person to use. Prices are established based on local patterns of demand and organised into distinct pricing zones for clarity. Occupancy surveys are conducted periodically to gauge parking usage and inform any adjustments to prices. The adjustment formula used takes occupancy levels into account, while also allowing flexibility in response to demand fluctuations.

Parking Management Plans

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 land use (e.g. commercial parking spill over to a residential area). As explained above, a PMP may be used to respond to known problems, or to proactively contribute to wider transport and urban outcomes. PMPs should be informed by reliable survey data, and by an understanding of the resource cost of parking.

Once this framework has been endorsed/approved we will develop specific PMPs for areas that are consistently experiencing high parking demand. At the time of drafting this document the key areas identified by this framework is the City Centre, the Hospital and the areas around and between both locations. It is proposed that these areas be broken down into four different PMP areas. We recognise that in the future these areas may change and new areas may require a parking management plan as problems arise.

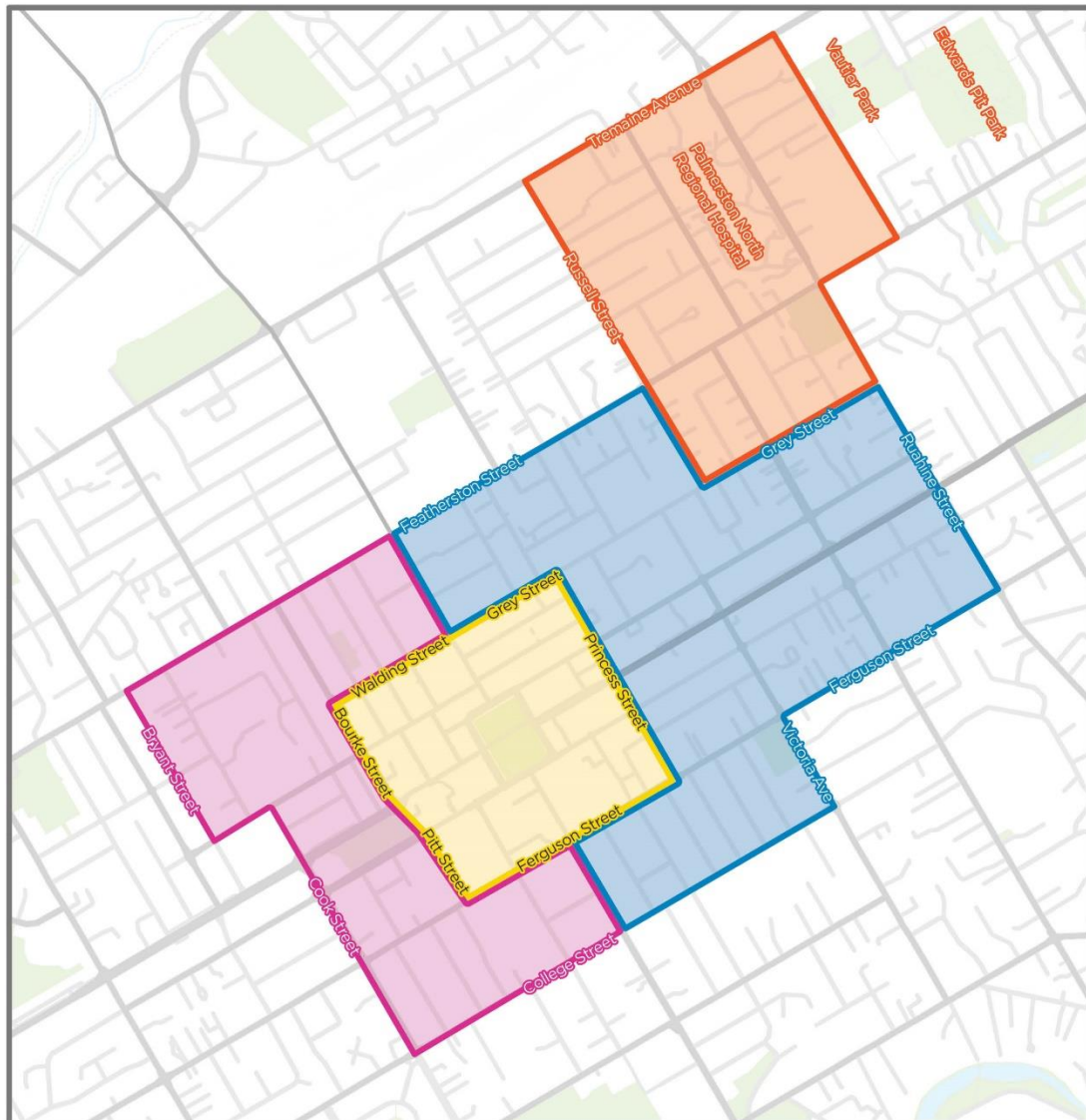
The PMPs will include an overview of the amount and types of parking in an area (public and private) and data on parking demand and trends. PMPs will also outline the current transport network and land use, as well as anticipated future changes expected to influence fluctuations in parking demand or supply.

Based on this information, PMPs identify short, medium and long-term recommendations for improving how parking is managed. While a PMP will provide analysis on both public and private assets it will typically only develop management measures for the public parking supply. All PMPs will be developed in consultation with the local retailers, businesses residents and the wider community.





It is important to note that PMPs are used to manage parking over a wide area. They are not intended to address unique problems (e.g. parking issues around schools); in these circumstances, other tools as outlined in this framework can be used in affected areas.

Parking framework

Parking Management Planning - High Demand Areas



Conflicting demands on parking

			
City Centre West	City Centre	City Centre East	Hospital
<ul style="list-style-type: none"> ➤ Visitors for events ➤ Residents ➤ Workers 	<ul style="list-style-type: none"> ➤ Workers ➤ Customers ➤ Delivery drivers ➤ Residents 	<ul style="list-style-type: none"> ➤ Customers ➤ Workers ➤ Residents 	<ul style="list-style-type: none"> ➤ Hospital visitors ➤ Workers ➤ Residents

What are the other tools that we can use?

Parking Permits

Parking permits are issued by the Council and grant specific privileges or exemptions to parking regulations. These permits vary based on the type. The types of permits offered are;

- **Accessible / Mobility Parking Permit** - Mobility parking permits are administered by CCS Disability Action. Motorists displaying a valid mobility parking permit must still pay when parking in a metered space but are entitled to an extra 60 minutes per space. Short-term parks such as P5, P10, P15, P30 and loading zones are excluded.
- **Residential Parking Permits** - Exempt eligible permit holders from time limit restrictions. Some areas of the city are reserved for permit holders only. They do not exempt holders from any paid parking charges.
- **Super Gold Card Parking Permit** - Allow the holder to park free in the central city from 9am until 3pm on weekdays. Only Palmerston North ratepayers or residents are eligible. They are valid for a calendar year (January to December) and cost \$10
- **Meterboards for contractors** - Allow contractors' trade vehicles associated with building renovation or maintenance of business premises to park in metered spaces for longer than the specified time. Skip bins or heavy machinery are also included in this category. The charge for a meterboard is \$9 per day per space, and \$4.50 per half day per space. A meterboard can be purchased for a full year at a cost of \$750 per annum with approval from Rounding Manager. A \$5 administration charge is applicable for all requests of invoicing. Maximum issue period for meterboards is 12 months, unless approved by the Rounding Manager.

Widespread use of parking permits should be limited, with permits being provided on a needs basis to ensure fairness and equity in their distribution. By granting permits based on genuine needs (for example, redevelopment of a heritage building that has no parking facilities, and no ability to provide them as part of the redevelopment), the Council can prioritise access for individuals who require specific parking accommodations, preventing the potential for misuse or preferential treatment. Council permit rules should be reviewed regularly to ensure they align with our objectives.

Car Share and Car Pooling

Car sharing is a modern mobility solution where users access a fleet of vehicles via a mobile app for short-term use, eliminating the need for personal ownership. This convenient and eco-friendly option optimises existing vehicles, reduces congestion, and minimises environmental impact. Car sharing is not used in Palmerston North yet. However, it should be welcomed as it could help to reduce the upward trend of increased number vehicles per household.

Carpooling should be actively encouraged as it reduces the number of vehicles needed to move around the city, with more people traveling in each vehicle. Supporting fewer cars travelling in and around the city means that there is less demand for parking and reduced congestion.

Enforcement and Penalties

Parking enforcement is an essential component of parking management and is required to support the desired outcomes. When changes are implemented, implications for enforcement should also be considered.

Technology

Palmerston North has been at the forefront of some of the most innovative parking technology solutions, being an early adopter of Frog sensors. While the Frog sensors are excellent for enforcement and occupancy data, they are not well integrated with the rest of the parking and permit system. Future technology should consider integrating the different components (i.e. permits), achieve efficiencies and support the desired outcomes of parking management.

Lease Parking

Lease parking is reserved parking spaces, mostly commonly used for long-stay parking. This is most commonly utilised by workers and businesses. This type of parking is provided by both the Council and the private sector, meaning the rates at which the Council sets its lease parking can impact market competition and obscure the real cost of providing these spaces. In comparison to parking machines, there is a greater level of administration required to manage leased parks.

Supporting Actions

Benchmark Parking prices against public transport fares and the cost of providing parking.

The cost of use needs to be considered against the cost of providing parking and the cost of public transport. Aligning parking fees with local public transport prices promotes equitable and sustainable urban transport. By encouraging environmentally friendly choices and reducing congestion, this approach creates a fair economic incentive. Connecting the cost of parking to public transport fares contributes to a more efficient and eco-friendly transportation system, fostering social equality and prioritizing community well-being. Aligning parking prices against the cost of providing parking reduces the burden on the ratepayers by taking a user-pay approach that promotes fairness in the use of this public space.

Investigate Demand Responsive Pricing for the CBD

We will undertake an investigation into the practicality of using demand-responsive pricing in the CBD and compare this to other parking fee systems.

Invest in improved technology to support efficiencies in parking management

We will investigate technology improvement to improve how we manage parking and improve the user experience.

Encourage Car Share providers to introduce operations to the city

Car share schemes are proven to reduce vehicle ownership rates and overall vehicle kilometres travelled. We will seek to engage with potential providers to enable car share scheme to operate in the city.

Undertake an assessment of electric vehicle infrastructure

Electric vehicles are becoming increasingly common. Electric vehicles offer several benefits in terms of reducing tailpipe carbon emissions. However, the supporting infrastructure needs for the city is not well understood. We will look to take a city-wide approach, looking at charging locations and identifying any locations where infrastructure might be needed and to encourage potential investment.

Develop management plans for major events/sports fields/outdoor venues

We will work with event organisers to put in place parking management for major events/sports fields and outdoor venues. These management plans are intended to deal with infrequent parking demand, whereby parking demand can be high due to specific events, like markets, festivals, sporting events, etc.

Review Council's publicly leased carpark management

We will review the Council's management of the leased parking to improve the utilisation of these assets and ensure that they are being provided at a fair market level.

Put Restrictions on residential permits

We will continue to honour all existing residential permits, however we will introduce restrictions to who is eligible for parking permits and how they can be used to ensure that Council can sufficiently balance competing needs for different users.

Investigate off street parking opportunities

We will investigate public and private opportunities for providing off-street parking development, including better utilisation of existing Council land.

Undertake regular reviews/audit of Council permits

We will undertake regular reviews of Council rules around permits and the processes put into place to manage them.

Develop Parking Request Templates and formalise the process

Council receives a lot of requests to change or alter parking restrictions; how we manage these needs to be done in a consistent manner that is transparent and fair. To aid in this process, we will look to develop templates that provide guidance for how to undertake a parking change request and how the Council will assess applications.

Appendix

Reserved parking	Guidelines for implementation
Loading zones	<p>Designated parking spaces to provide access for loading and unloading goods or passengers.</p> <p>Loading zones are generally only provided in busy commercial areas with high parking demand where there is a need for loading/unloading.</p> <p>They are generally intended for use by commercial vehicles and couriers to undertake quick drop offs and pick ups, however they can be used by other vehicles in the process of loading or unloading (with the exception of Goods Vehicles Only loading zones).</p> <p>They are generally only needed during delivery times which tends to be during the day.</p> <p>Loading Zones can be converted to other uses outside peak times, e.g. taxi stand, general pick-up drop-off or general parking.</p> <p>Generally, no more than one loading zone parking space per block should be provided in commercial areas. Ideally loading zones should be placed at the beginning or end of an area of parking to reduce the need for awkward manoeuvring by larger vehicles.</p> <p>Loading zones should not be accommodated in angle parking bays as oversize vehicles may block the carriageway and impact on visibility of adjacent vehicles.</p> <p>Loading zones should not be placed adjacent to pedestrian crossings as high sided vehicles reduce the visibility of pedestrians waiting and/or crossing.</p>
Mobility parking	<p>Designated parking spaces for the exclusive use of vehicles displaying a valid Mobility Parking permit.</p> <p>Mobility parking bays generally operate at all times.</p> <p>Generally provided in the most convenient locations in shopping areas as well as near community facilities or other key destinations such as a library, swimming pool or popular beaches.</p> <p>Generally one on-street mobility parking space per block should be provided in commercial areas, and approximately two per cent of spaces in off-street car parks.</p> <p>Mobility parking spaces require special design considerations. Some are best provided as angled parking bays and need to be wider than standard parking spaces, to adequately provide for occupants to manoeuvre to/from the vehicle. Some mobility permit holders require rear access. Standard parking spaces will not be wide enough and angle parking will not be appropriate either as occupants would be exiting into the live traffic lane.</p> <p>Step free access between the footpath and street level should be provided.</p>
Bus Stops	<p>Dedicated spaces for public buses on scheduled routes to stop to pick up and drop off passengers.</p>

	<p>Bus stops are only necessary during the times a bus service is in operation and can be used for other purposes outside these times. For example if the bus service stops running in the evenings the space can be used for taxi stands or pick-up drop-off. Care is needed when deciding when the change of use occurs, bus stops restrictions can begin 1 hr or 30mins before operations start, this allows time for any illegally parked cars to be towed.</p> <p>Bus stops should be designed at an appropriate length to enable a standard bus to manoeuvre in and out of the space safely, and stop close and parallel to the kerb. This typically requires No Stopping At All Times markings both for the lead in and lead out areas.</p> <p>Ideal placement of a bus stop is on the departure side of an intersection. This enhances accessibility for manoeuvring in and out of the bay, improves opportunities for buses to rejoin traffic lanes (improving reliability), reduces delay of vehicles behind stationary buses and eliminates the risk of vehicles turning in front of a stopped bus at an intersection.</p> <p>It is also preferable to locate bus stops on the departure side of a pedestrian crossing. This addresses visibility issues and improves performance and safety as departing buses are not held up by disembarking passengers crossing in front of the bus.</p>
<p>Small Passenger Service Vehicle (SPSV) parking</p>	<p>Dedicated spaces for approved passenger service vehicles such as taxis and rideshare vehicles.</p> <p>Where possible, after hours SPSV parking should be shared with other complimentary reserved parking designations in commercial areas (e.g. loading zones or bus stops) to improve efficiency of parking spaces.</p> <p>SPSV parking should not be located next to a bus stop or loading zone to avoid taxis spilling over into these spaces.</p>
<p>Motorcycle parking</p>	<p>Parking spaces designated for motorcycles, mopeds and scooters.</p> <p>Motorcycle parking operates best when it is at all times.</p> <p>Parking for motorcycles can often be provided in spaces that are unsuitable for other vehicles e.g. corner bays in off-street car parks.</p> <p>Providing dedicated motorcycle parking areas reduces the need to motorcycles parking in standard vehicle parking spaces, improving the efficiency of parking resources.</p> <p>In areas of high demand, pockets of short-term parking for motorcycles should be provided at regular intervals to discourage motorcycles parking in vehicle spaces or parking on the footpath.</p> <p>Motorcycle parking should be provided at the front of a row of vehicle parking bays (or between driveways) to reduce the risk of vehicles reversing into them and providing increased visibility at intersections or driveways.</p> <p>Parallel bays of long-term motorcycle parking spaces should be provided in centralised areas (on-street and off-street) to reduce riders circulating/searching for parking or using standard vehicle bays.</p> <p>Motorcycle parking is not permitted on footpaths.</p>

Car share parking	<p>Designated parking spaces for vehicles registered to car share operators where membership is available to the general public</p> <p>Car share spaces normally operate at all times. This provides consistency for users and makes the scheme more attractive. In residential areas, on-street car share spaces should be provided on busy and well-lit streets to increase perceptions of personal safety. Ideally, car share parking spaces should be located on or near key bus routes. A cycle parking loop or rack can also be provided adjacent to the space to encourage multi-modal journeys.</p>
School pick-up drop-off	<p>Spaces reserved for school pick-up drop-off only.</p> <p>Should generally be discouraged in areas close to the school gates because it attracts lots of vehicle movements and congestion around the school gates. This creates safety issues for school children who are moving through the area and discourages walking and cycling. Pick-up drop-off will normally present capacity issues as there is rarely enough space to accommodate all the parents who want to get as close as possible to the gates. Providing a dedicated zone that has insufficient capacity to accommodate the demand just creates congestion and safety issues as people jockey for a spot. Best-practice is to ban parking around the school at pick-up drop-off times and enforce aggressively. Parents who need to drive children to school should be encouraged to park away from the school and walk their children to the gate/school - this disperses the demand over a wider area and reduces congestion and safety issues in the immediate vicinity of the school gate. This also encourages the Council to provide good crossing facilities which improves walking and cycling experience.</p>
Electric vehicle (EV) charging parking	<p>Parking areas designated for electric vehicles to recharge</p> <p>Public electric vehicle charging spaces provide an opportunity for EV owners to top up their vehicle battery charge to provide sufficient range. They are not intended to fully charge vehicles. EV charging spaces should have short time restrictions (e.g. 1 hour) to increase the efficiency and turnover of spaces. Fees should apply for parking and charging. EV charging bays should be located in manner so that charging cords do not create a trip hazard for pedestrians on adjacent footpaths. Ideally Council should develop an overall electric vehicle policy before charging infrastructure is installed on public assets.</p>
Cycle parking	<p>Parking areas designated for bicycles (electric and unpowered)</p> <p>Cycle parking may be provided on-street or on the footpath. Provision of cycle parking on the footpath should not intrude on footpath minimum width requirements. Short-term, casual cycle parking should be provided in visible, accessible and well-lit places in close proximity to activity/building entrances. This will reduce the risk of theft or personal security issues and help to encourage use.</p>

	<p>On-street cycle parking can often be provided in spaces that are unsuitable for other vehicles. Improvements to activity centre streetscapes often accommodate cycle parking as part of placemaking and bespoke cycle parking infrastructure can form part of the urban design.</p> <p>Provision of electric cycle charging should be considered when developing new or upgrading existing cycle parking infrastructure. Electric cycle charging stations should be provided away from pedestrian thoroughfares to ensure charging cords do not form a trip hazard.</p> <p>Provision of electric cycle charging should be provided for free to encourage their use.</p> <p>Providing for longer and wider types of cycles such as cargo bikes and cycle trailers should be accommodated into the design of cycle parking facilities at key destinations</p>
Emergency Vehicle bays	<p>Parking areas designated for emergency vehicles</p> <ul style="list-style-type: none"> • May be provided at both on and off-street parking. • Restricted to first responder vehicles only. • No time limit • Located at locations where emergency vehicles congregate and do not have sufficient parking

Time restriction	Guidelines for implementation
Very short term (P15)	<p>Designated parking spaces to provide convenient access for short trips and to drop off or pick up people or goods.</p> <p>Generally located adjacent to businesses with high demand for rapid transactions, such as a dairy, banks, takeaway shops</p> <p>Also frequently used outside community facilities (e.g. pools, libraries) to allow for dropping off or picking up people or goods</p>
Short term (P60, P120)	<p>On key streets in busy commercial areas where high turnover is needed but paid parking is not currently in place.</p> <p>In neighbourhood activity centres and at community facilities where turnover is needed</p>
Medium term (P180)	<p>Limited application</p> <p>Targeted to businesses and facilities, where P120 does not provide sufficient time for customers and visitors</p>
Medium term (P240)	<p>Off-street carparks at recreational facilities only.</p>
Long term (\geq P240)	<p>Areas impacted by long term or overnight parking, e.g. streets surrounding an airport or beach</p>

Strategic Context

The following is a list of policies, strategies and plans that this parking framework aligns with.

National

- Government Policy Statement on Land Transport
- Emission Reduction Plan
- Climate Change Response (Zero Carbon) Amendment Act 2019
- National Policy Statement on Urban Development
- Keep Cities Moving

Local

- Long Term Plan
- Palmerston North Integrated Transport Initiative
- The District Plan
- Palmerston North Traffic and Parking Bylaw 2018
- Asset Management Plan
- Transport Plan
- Climate Change and Sustainability Plan
- Economic Development Plan
- Urban Design Plan
- Governance and Active Citizen Plan
- Urban Cycle Network Masterplan
- City Centre Framework 2013
- Strategic Development Sites for Palmerston North 2013
- City Centre Streetscape Plan
- Street Design Manual
- Proposed Parking Management Plan 2016-2018