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

The purpose of this parking framework is to identify what we want to achieve when managing public parking, provide guiding principles on how we make parking decisions and establish a hierarchy to prioritise road space for different users based on councils priorities.

Parking has a significant influence on transport choice. The availability and price of parking can impact our decision to drive, cycle or use public transport. It can help determine where and when we travel.

As Palmerston North grows, parking in our city will need to evolve in a way that balances our city's transport needs. While we acknowledge that driving will remain a practical option for many of our journeys, we would like to support all modes of transport to realise our goals for the city. By creating a more balanced transport system that enables all modes, we aim to reduce congestion, meet greenhouse gas emission goals, and manage the city's parking to meet the competing demands of residents and visitors into the future.

Palmerston North's current approach to parking management is not well integrated with the rest of the transport system. This has resulted in decisions around parking being made in isolation from the wider network. This has led to a prioritisation of car travel over other modes of travel, which means that an increasing amount of land is required to provide for carparking.

By developing a framework to better manage our parking, we can maximise the Council's existing parking supply. This avoids over-supplying car parking in the city and allows more land to be used for productive activities. Through better integration of parking management with the wider transport network, we can support other modes to grow, providing our community with a genuine choice to use other modes of travel, helping to reduce congestion and car parking demand.

Supporting mode shift won't mean everybody will bus, walk or cycle to work, but by gradually increasing the number of people who make that choice Palmerston North can have a safer, more sustainable, and efficient transport system for all users.

Why do we need to manage parking?

Each street is different, and the level of parking is determined by its function in the transport network.

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.

By contrast, abundant cheap or free parking encourages people to drive, leading to congestion that erodes the other qualities that draw people to live in or visit a place like the city centre. At the moment driving is the main form of transport in the city. Ideally, we should manage parking in alignment to improvements to walking, cycling, and public transport to provide people with different travel choices. By doing this we can make a safer and more efficient transport network, that is able to grow with the city.

Too much parking can create negative outcomes

Car parking enables easy access to homes, shops, employment, and services. But having too much parking can have negative outcomes. The conventional approach to planning for car parking has been to 'predict and provide'.

This approach looks to meet the demand for free or subsidised parking with increased parking supply and has led to many urban areas providing too much parking. This approach has the consequences of incentivising car ownership and driving while discouraging active and public transport use.

Impacts of excessive public parking:

- Increased demands for land to provide for parking supply.
- Where land is not available, it results in costly investments in supplying parking infrastructure.
- Increased congestion due to increased numbers of private vehicles moving around the city.
- Decreased safety for more vulnerable road users such as pedestrians and cyclists.
- Ratepayers subsidising carpark users[1].

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[1] Donald Shoup provides good general analysis on the negative outcomes conventional parking management can have in: Shoup, D. C. 2005. *The high cost of free parking*, Chicago, Planners Press, American Planning Association

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', and should instead be considered as a guide for making those 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. **Promote sustainable transportation:** By handling parking differently, we aim to make it easier for more people to walk, bike, or use public transportation, reduce congestion, and improve the efficiency of the network.

2. **Create a city for everyone:** We'll organise our streets to improve urban design, making it easy for people to move around and foster a lively, diverse and vibrant city.

3. **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.

4. **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.

5. **Unify parking for a safe and smooth transportation system:** Make sure our parking rules align with the overall efficiency of the city's transportation system, giving priority to safety and cohesion.

6. **Effectively handle parking as a shared resource:** Manage parking supply to meet demand and maximise community value.
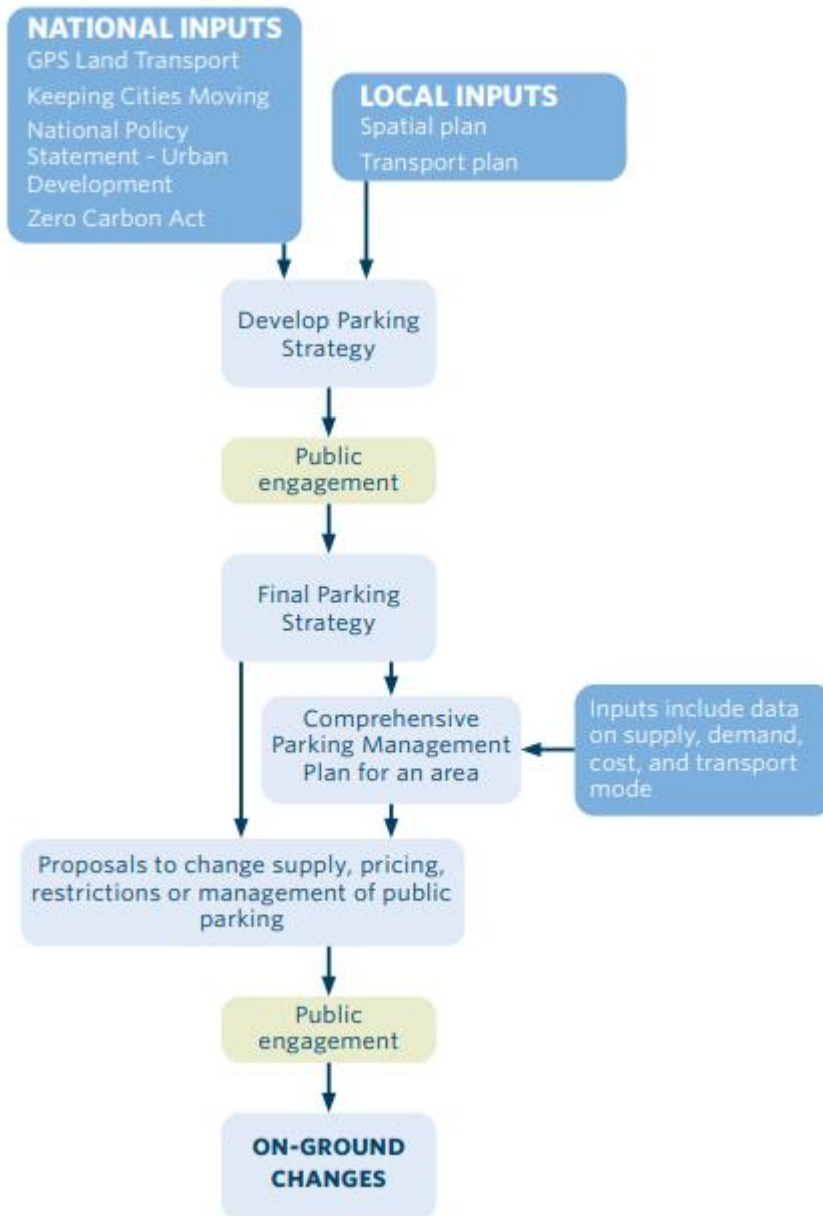
Principles

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

Public space is prioritised to deliver the highest value to residents and visitors.	Allocation of space on our streets will be prioritised to deliver a safe and sustainable transport network for all road users.
Ensure parking supply is appropriate to the adjacent use	Ensuring parking supply is appropriate to the adjacent 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.
Prioritise users with the greatest need for parking	There are many different types of users of parking each with different needs. Parking should be prioritised to ensure: • 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.
Those who benefit from parking contribute to the cost of parking	Users pay for parking to reflect the convenience, demand, opportunity, and environmental costs of parking provisions in areas of high demand.
Parking management is integrated with the wider transport system	Parking decisions should not undermine the city's wider transport aspirations and should support a balanced transport network that provides for all modes.
Ensure parking supports a quality urban environment	Ensuring that our parking infrastructure complements the urban form will help us to achieve a more vibrant city. By providing the right amount of parking in the right locations we can ensure that the city is attractive, appealing and functions well.
Make transparent and evidence-based decisions	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.
Provide a high-quality user experience	Well managed parking means that users can easily find a car park and easily understand any restrictions.

Where does it all fit in?

The parking framework is designed to better integrate parking management into the wider transport network and ensure that when decisions are made on parking, those decisions support the city's goals for the wider transport network.

NATIONAL INPUTS
GPS Land Transport
Keeping Cities Moving
National Policy Statement – Urban Development
Zero Carbon Act

LOCAL INPUTS
Spatial plan
Transport plan

Develop Parking Strategy

Public engagement

Final Parking Strategy

Comprehensive Parking Management Plan for an area

Inputs include data on supply, demand, cost, and transport mode

Proposals to change supply, pricing, restrictions or management of public parking

Public engagement

ON-GROUND CHANGES

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

The challenge in the city centre 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 provide for 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. However, the main focus should be encouraging city workers to use alternative modes like walking, cycling or public transport, especially if vehicles are parked for over 6 hours each day.

The proposed approach to managing parking includes prioritising public transport, active modes, and short-stay parking. 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 public transport, active modes, mobility parking and loading zones.
2. Prioritise short-stay parking over long-stay parking for on-street parking facilities.
3. Target 85% occupancy.
4. Develop a Parking Management Plan for the City Centre and surrounding areas (and suburban centres if needed).
5. 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

City Centre parking hierarchy		
Priority	**Parking type**	**Characteristics**
High	Bus Stops	Areas reserved for scheduled bus services. 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	Bicycle and scooter parking	Areas reserved for bicycle and scooter parking are important to encourage uptake. In some locations, off-street bays might be more appropriate.
Medium	Short Stay Customer parking	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.
Low	Small Passenger Service Vehicle (SPSV) parking	SPSV stands provide a dedicated area for approved taxi service providers.
Low	Bus layover	Areas reserved for buses to wait while repositioning. To be avoided where possible in the city centre.
Low	Long-stay parking businesses and staff	Parking normally used by commuters and local staff. Very low priority compared to all other uses. Should be discouraged with alternative modes encouraged. Demand can be managed through price. Business permit exemptions should not apply.

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.

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 should avoid subsidising parking by providing residents-only parking permits.

Proposed Approach:

1. Phase out the residential parking permits. We will honour existing permits but not issue further permits.
2. Develop a parking management plan for the Hospital and surrounding area.
3. Where conflicts or requests in parking needs arise (and 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. High priority to encourage public transport uptake.
High	Car share	Areas reserved for approved car share schemes. High priority for key destinations around the city.
Medium	Bicycle and scooter parking	Secure parking focused on destinations (parks and local shops) to encourage using active modes over private vehicles.
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 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 – staff	On-street parking for long stay workers where off-street parking is not provided, and there is a demand for staff parking
Low	Long-stay - residents garaging	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	• 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	• Relatively cheap and easy to implement • Useful for encouraging very short-term parking
Disadvantages	• Requires upfront investment in parking machines or technology • Can be unpopular	• 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 area 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
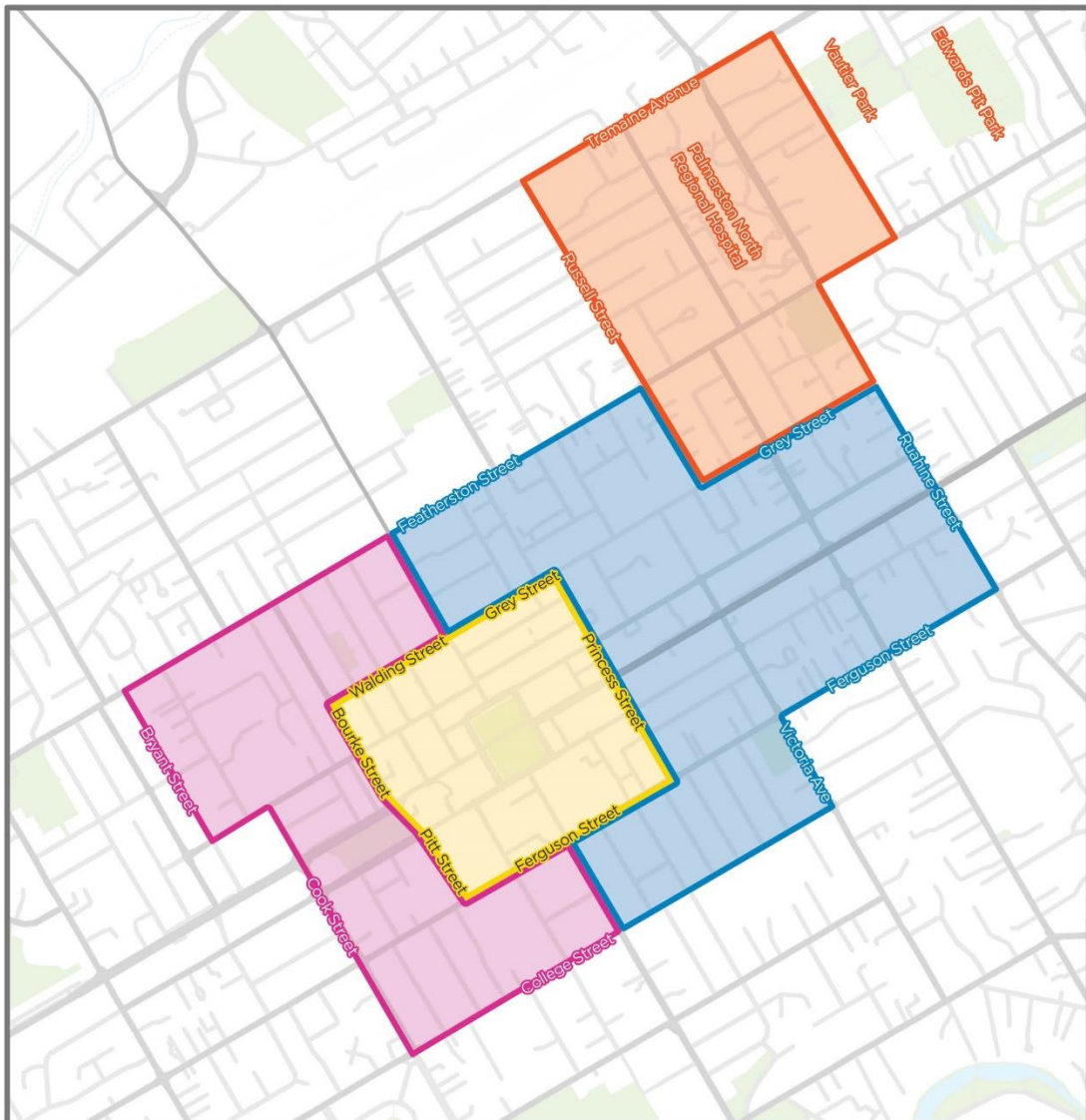
Conflicting demands on parking

City Centre West	City Centre	City Centre East	Hospital
⋙ Visitors for events	⋙ Workers	⋙ Customers	⋙ Hospital visitors
⋙ Residents	⋙ Customers	⋙ Workers	⋙ Workers
⋙ Workers	⋙ Delivery drivers	⋙ Residents	⋙ Residents
	⋙ 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 Roading Manager. A $5 administration charge is applicable for all requests of invoicing. Maximum issue period for meterboards is 12 months, unless approved by the Roading 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, 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 presents several challenges that hinder the objective of transport mode shift. Firstly, it favours long-stay parking at the expense of short-stay options because lease prices provide substantial discounts for extended durations, discouraging turnover. Secondly, it perpetuates driving behaviour by turning the lease cost into a sunk investment, making it less likely for leaseholders to use public transport or alternative modes on prepaid parking days, due to the loss of money by not using something you've already paid for. This reduces the likelihood of choosing non-car modes throughout the week. Lease parking contributes to a lower overall market price for parking, influencing private parking providers to change their prices to match the council rates and disrupting fair market competition. Lastly, lease parking utilises valuable city centre land and uses council resources, which could otherwise be repurposed for transit-oriented developments or mobility hubs that would support a shift towards more sustainable transportation options. The administrative burden of managing lease parking further underscores its inefficiency, compared to simpler payment methods like parking machines or apps.

Case Study – Boulder, Colorado[2]

Boulder, Colorado is city of around 110,000. Boulder, Colorado is a leader in using active parking management as part of an integrated transport plan. In 1996, the city set a goal of achieving "no long-term growth in vehicle travel" over 1994 levels. This required a comprehensive plan to increase public transport and active transport mode share, while decreasing single occupancy vehicle travel.

Boulder treats parking as a resource and a source of revenue for funding transport improvements throughout the city. Parking revenues are used to subsidise the EcoPass Scheme, which allows downtown businesses and other institutions to bulk-buy public transport passes for all their employees. Ringfencing revenue and applying it to public transport in this way has helped mode shift so that only a third of people drive to work in Downtown Boulder alone in a private vehicle, as shown in Figure 1 below.

Boulder has seen positive changes because of the integrated transport management plan. From 1991–2009, there was a 15% decline in single occupant vehicle trips and a slight decline in multi-occupant vehicle trips. Cycling mode share increased by 75% to 10.5% and bus mode share increased by 300% to 9.5%. As of 2009, Boulder retained the same level of vehicle miles travelled per day, despite the population increasing by 10,000 and 12,000 new jobs being created in the city.
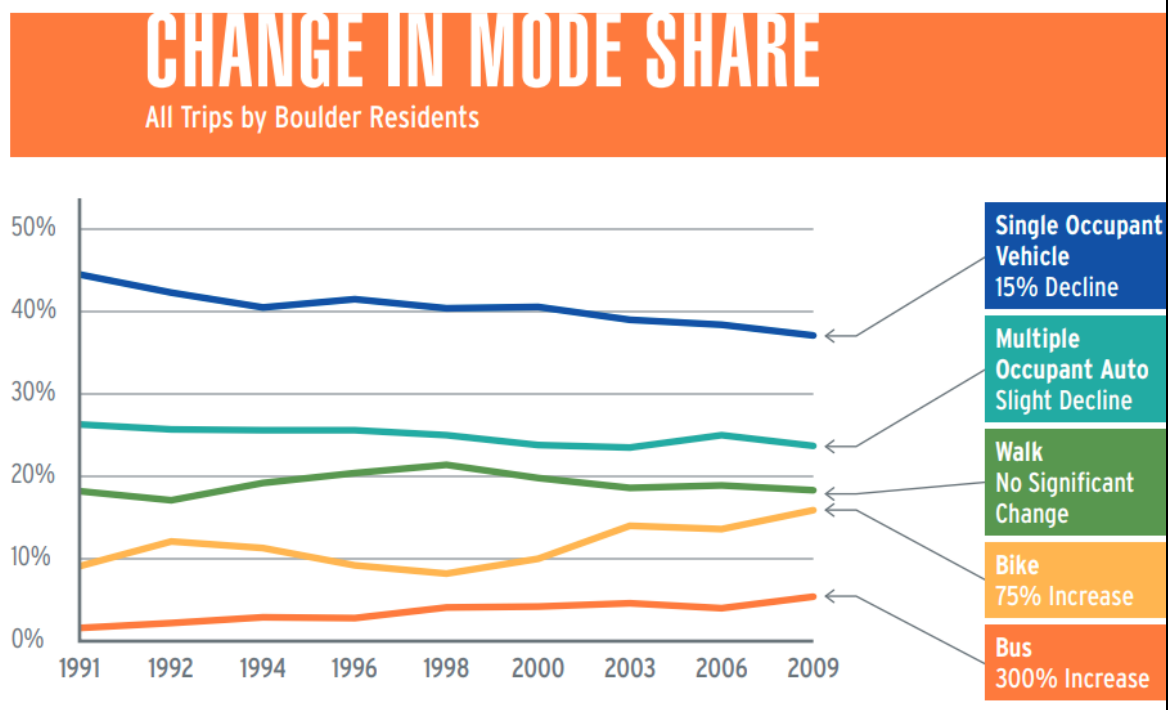

Figure 1: Mode share over time in Boulder, Colorado (City of Boulder Transportation Division, 2012)

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[2] City of Boulder Transportation Division, *Transportation to Sustain a Community*, 2012

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 current public carpark lease to ensure that the management of these assets aligns with the framework. In cases where they don't, we will look at changing how we manage it to align with the framework.

Phase out residential permits

We will continue to honour all existing residential permits, however we will stop issuing any new permits.

Appendix

Reserved parking	Guidelines for implementation
Loading zones	Designated parking spaces to provide access for loading and unloading goods or passengers.
	Loading zones are generally only provided in busy commercial areas with high parking demand where there is a need for loading/unloading.
	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).
	They are generally only needed during delivery times which tends to be during the day.
	Loading Zones can be converted to other uses outside peak times, e.g. taxi stand, general pick-up drop-off or general parking.
	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.
	Loading zones should not be accommodated in angle parking bays as oversize vehicles may block the carriageway and impact on visibility of adjacent vehicles.
	Loading zones should not be placed adjacent to pedestrian crossings as high sided vehicles reduce the visibility of pedestrians waiting and/or crossing.
Mobility parking	Designated parking spaces for the exclusive use of vehicles displaying a valid Mobility Parking permit.
	Mobility parking bays generally operate at all times.
	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.
	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.
	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.
	Step free access between the footpath and street level should be provided.
Bus Stops	Dedicated spaces for public buses on scheduled routes to stop to pick up and drop off passengers.

	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. 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. 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. 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.
Small Passenger Service Vehicle (SPSV) parking	Dedicated spaces for approved passenger service vehicles such as taxis and rideshare vehicles. 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. SPSV parking should not be located next to a bus stop or loading zone to avoid taxis spilling over into these spaces.
Motorcycle parking	Parking spaces designated for motorcycles, mopeds and scooters. Motorcycle parking operates best when it is at all times. Parking for motorcycles can often be provided in spaces that are unsuitable for other vehicles e.g. corner bays in off-street car parks. Providing dedicated motorcycle parking areas reduces the need to motorcycles parking in standard vehicle parking spaces, improving the efficiency of parking resources. 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. 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. 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. Motorcycle parking is not permitted on footpaths.

Car share parking	Designated parking spaces for vehicles registered to car share operators where membership is available to the general public
	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.
School pick-up drop-off	Spaces reserved for school pick-up drop-off only.
	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 are 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.
Electric vehicle (EV) charging parking	Parking areas designated for electric vehicles to recharge
	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.
Cycle parking	Parking areas designated for bicycles (electric and unpowered)
	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.

	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.
	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.
	Provision of electric cycle charging should be provided for free to encourage their use.
	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
Emergency Vehicle bays	Parking areas designated for emergency vehicles • 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)	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, such as a dairy, banks, takeaway shops Also frequently used outside community facilities (e.g. pools, libraries) to allow for dropping off or picking up people or goods
Short term (P60, P120)	On key streets in busy commercial areas where high turnover is needed but paid parking is not currently in place. In neighbourhood activity centres and at community facilities where turnover is needed
Medium term (P180	Limited application Targeted to businesses and facilities, where P120 does not provide sufficient time for customers and visitors
Medium term (P240)	Off-street carparks at recreational facilities only.
Long term (≥P240)	Areas impacted by long term or overnight parking, e.g. streets surrounding an airport or beach

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
- Road to Zero

Local

- Long Term Plan
- Palmerston North Integrated Transport Initiative
- The District Plan
- Palmerston North Traffic and Parking Bylaw 2018
- Asset Management Plan
- City Shaping Plan
- City Growth Plan
- Active Communities Plan
- Climate Change Plan
- Environmental Sustainability Plan
- Waters 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