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Hamilton Parking Policy

Ko te Puutaketanga

Purpose

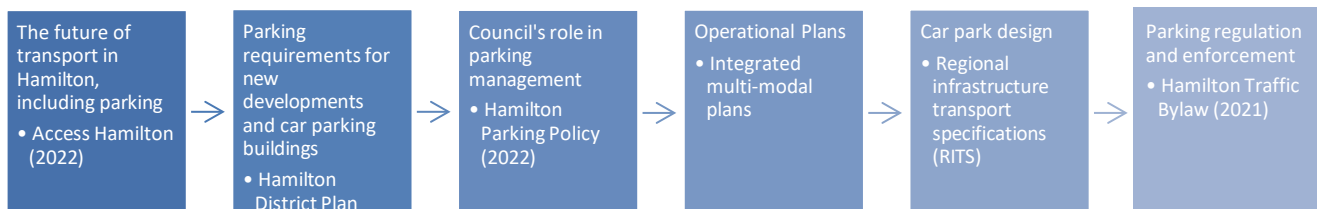
1. The purpose of this policy is to:
 - a) provide both a framework and guiding principles for decisions on parking in Hamilton;
 - b) support broader objectives of accommodating population growth, making the city more people friendly and promoting wellbeing, and supporting economic growth – whilst improving travel choice and supporting a reduction in overall emissions; and
 - c) set the guiding principles for the development of integrated multi-modal plans, and site and land use specific parking management.

Ko te Whaanuitanga

Scope

2. This policy applies to:
 - a) all public and Hamilton City Council-owned parking places, including on-street and off-street parking; and
 - b) all types of parking places (as defined in the Hamilton Traffic Bylaw) including, but not limited to, parking for: cars, motorcycles, bikes, micro-mobility devices, servicing and loading spaces, and mobility parking spaces.
3. This policy does not apply to:
 - a) privately owned off-street car parking; or
 - b) any parking outside of the Hamilton City Council boundary.
 - c) All parking is subject to compliance with the Operative District Plan.

The diagram below shows how this policy fits within the regulatory context.



Term	Definition in this Policy
Car share	Includes informal carpooling arrangements involving three or more passengers per vehicle and car sharing apps. Does not include 'rideshare' or 'ridehail' apps such as Uber and Ola.
Commercial areas	An area which is primarily used for retail premises, office buildings, or community premises (such as hospitals) and includes the central city.
Demand-responsive pricing	On-street paid parking fees are set based on demand and can vary based on location, time of day and day of the week. The parking fees are regularly reviewed and adjusted by incremental amounts to achieve appropriate levels of occupancy (85%) at peak times, encouraging turnover and availability.
Employment	An area which is primarily industrial, or which does not fall within the meaning of central city, commercial area, or residential area.
Integrated-multi modal plan	An area-specific plan developed by Council outlining how parking will be managed, taking into consideration the local integrated multi-modal context.
Micro-mobility device	A powered or unpowered transport device (as defined by the Traffic Bylaw).
Mobility parking space	A parking place set aside under the provisions of the Hamilton Traffic Bylaw for use by people who hold an approved disabled person's parking permit.
Parking fees	Fees required for the use of any parking place for any identified length of time.
Parking machine	Means a device or system (including electronic or software-based systems) that is used to collect payment in exchange for a vehicle parking in a particular place for a limited time.
Parking place	Means a place (including a building) where vehicles, or any class of vehicles may stop, stand or park; and may be situated: a) within a road or road reserve (on-street parking); or b) on property owned by Council which is not a road reserve (off-street parking).
Parking warden	Means a parking warden appointed under section 128D of the Land Transport Act 1998.
Residential area	An area which is primarily used for living accommodation (excluding visitor accommodation).
Vehicle	Has the same meaning as set out in the Land Transport Act 1998.

Ko ngaa Tikanga

Policy

5. Council has a role in shaping the form and function of parking in Hamilton City as a provider, facilitator, regulator, and enforcer.
6. Council decisions about parking provision will be made in accordance with the guiding principles outlined in this policy and will support the efficient and equitable use of public parking.
7. Council parking decisions will include, but are not limited to, the development of integrated multi-modal plans and the management of parking places.
8. While this policy provides a framework to guide parking decisions, other requirements in relation to decisions under legislation or other policy – including consultation requirements – will continue to apply.

9. Each of the following principles must be considered by staff and Elected Members in the making of Council parking decisions, depending on the nature and significance of the proposed decision.
 - a) Providing safe facilities and facilities for people with mobility impairments
 - b) Prioritisation of road space
 - c) Managing parking provision
 - d) Charging for parking
 - e) Application of parking management technology
 - f) Reducing the demand for private vehicle parking
 - g) Providing sufficient loading and servicing areas
 - h) Alignment with local, regional, and national policy
10. Each of these principles has equal weight and is described below.

Principle One: Providing safe facilities and facilities for people with mobility impairments

11. All parking places should align with Crime Prevention Through Environmental Design (CPTED) principles, including being regularly patrolled/monitored and have high levels of appropriate lighting.
12. Parking places, and access to them, should be designed to take into account best-practice and guidance, especially regarding people with mobility impairments.
13. Council will improve the provision of mobility parking space parking for mobility permit card holders, by:
 - a) continuing to provide concessions in alignment with the Traffic Bylaw, to cars displaying mobility permits to enable longer parking in time restricted on-street parking spaces;
 - b) reviewing the utilisation of and requests for mobility parking spaces to ensure sufficient facilities are in place to meet demand;
 - c) auditing mobility parking spaces, and their unimpeded kerb access, to ensure that they meet best-practice design standards;
 - d) ensuring good public information about where mobility parking spaces are available;
 - e) ensuring that usage of mobility parking spaces is appropriately enforced to deter illegal parking; and
 - f) periodically conducting occupancy surveys to assess utilisation of mobility parking spaces.
14. This will not replace the minimum mobility carparking requirements specified in the District Plan or any requirements under the Building Act 2004.

Principle Two: Prioritisation of road space

15. Council will use the table below to guide how kerbside road space should be allocated and which uses have priority depending on whether the location is in the central city, shopping centre, residential, or employment areas. Uses with a high priority in the hierarchy would be accommodated first, providing there is demand for that use.

Location	Central City/ Commercial areas	Residential	Employment
Overarching Priority	Safety		
1 st Priority	Movement and place	Movement and place	Movement and place
2 nd priority	mobility parking spaces	mobility parking spaces	mobility parking spaces
3 rd priority	Bus stops	Bus stops	Loading and servicing
4 th priority	Loading and servicing	Residents' parking	Bus stops
5 th priority	Biking and micro-mobility parking	Biking and micro-mobility parking	Biking and micro-mobility parking
6 th Priority	Short to medium stay parking	Short to medium stay parking	Short to medium stay parking
7 th Priority	Long-stay/ commuter parking	Long-stay/ commuter parking	Long-stay/ commuter parking

16. Safety is an overarching priority in the prioritisation process. Council uses road markings to prohibit parking in any location where it would impede the safe and efficient operation of the transport system, for example, to protect visibility at intersections and key pedestrian crossing points.
17. The first priority, movement and place, will be provided in accordance with the New Zealand Transport Agency (Waka Kotahi) One Network Framework.
 - a) The movement focus is on the safe and efficient movement of people and goods and will include provision of wider footpaths, cycle lanes, bus lanes, and traffic lanes.
 - b) Placemaking includes a focus on amenity including additional high-quality materials like Seats, rubbish bins and gardens.
18. While the hierarchy provides a generalised framework for considering various user needs, the priority should not be given to the complete detriment of other uses and users.

Principle Three: Managing parking provisions

19. On-street and off-street parking places will be managed efficiently to support use by the intended categories of user.
20. Short to medium-term parking places will be prioritised in the central city and shopping centre areas.

21. Commuter and long-term parking places should be limited to appropriate areas which may include the periphery of the central city area, or in areas designated or identified in integrated multi-modal plans.
22. Council will continue to support initiatives that help to decrease carbon emissions and congestion by enabling:
 - a) parking places for sustainable alternatives to single occupancy private cars, to encourage greater use of the other sustainable transport options such as bicycles, micro-mobility devices like scooters and e-scooters, zero-exhaust emission vehicles (e.g. battery electric vehicles), car sharing, and motorcycles;
 - b) an increase in car sharing provisions;
 - c) space for electric vehicle and micro-mobility charging stations; and
 - d) reallocation of road space for active and public transport modes.

Car sharing

23. Council encourages car sharing services and may support these in the following ways:
 - a) by offering on-street parking places for car share parking,
 - b) promote car sharing in education and community campaigns, where appropriate.
24. In doing so all approved car share service providers must operate in compliance with the approval requirements as agreed via the City Transport Unit.

Zero and low-emission vehicles

25. Electric vehicles can help to reduce transport-related emissions and minimize the overall carbon footprint of the transport sector.
26. Council will support the use of zero and low-emission vehicles and encourage the provision of related infrastructure throughout the city where this aligns with strategic direction of the transport network and community need by:
 - a) providing designated parking places for zero and low-emission vehicles; and
 - b) enabling charging infrastructure to be installed within in parking places.
27. All electric vehicle infrastructure provisions will reflect the regional, collective approach to developing the Electric Vehicle charging network established by the Waikato Region, and be agreed via the City Transport Unit.

Biking and micro-mobility

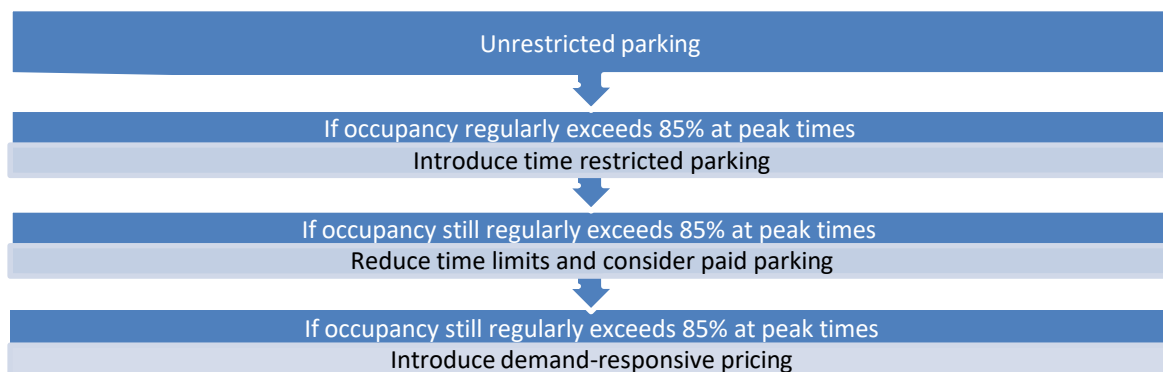
28. Council will continue to prioritise and provide inclusive and easy-to-use biking and micro-mobility device parking where this aligns with community need and network planning.
29. Biking and micro-mobility parking will be provided either in the footpath zone or the kerbside lane zone in alignment with the table in Principle Two.
30. In areas where medium to long term parking of bicycles and micro-mobility is expected, facilities with weather protection, CCTV and lighting, and charging points should all be considered.
31. The locations where these facilities may be provided will be carefully chosen to emphasise:
 - a) proximity of key destinations;
 - b) proximity of the biking and micro-mobility transport network;
 - c) the effect on safe movement of other modes, with a particular emphasis on walking, and people with people with mobility impairments;
 - d) where parked bike and micro-mobility vehicles (and their users) will be safe and people on foot are not obstructed;
 - e) appropriate spacing; and
 - f) with consideration for current and future parking demand.

Residents' Parking

32. Residents' parking permits can provide a way to fairly share on-street parking places between different users, especially in areas where parking is in short supply.
33. A residents' parking policy may be considered if there is the demand for greater residents' parking management to either:
 - a) reduce the negative impacts of high parking demand on local communities; or
 - b) manage the impacts of long stay/ commuter parking.

Principle Four: Charging for parking

34. Parking will be managed in alignment with the flow chart one. Parking will be managed by levers such as time or price.
35. Changes to time restrictions or fees to manage parking will be decided based on meeting or exceeding the data thresholds or trigger points outlined the following flow chart:



Flow chart 1: Parking demand management flow chart with thresholds between each management approach (time or price).

36. Peak times are the four highest occupancy hours of the day, usually between 10am and 2pm, Monday to Friday, excluding public holidays or as defined in the local integrated multi-modal plan. Peak times may vary by 'day' and 'time of day' to reflect local context/land use (i.e. hospitality and entertainment areas).
37. Parking fees will be used as a lever solely for the efficient management of parking and will be set at a level which:
 - a) supports the efficient and equitable use of public parking,
 - b) achieves the 85% occupancy, and
 - c) endeavours to support customers and other short-term visitors and the use of local facilities and businesses.
38. Any detail as to the potential for the ringfencing of funds for public amenity upgrades and cost recovery would be detailed in the local integrated multi-modal plan and set by committee resolution.
39. Changes to parking fees will be guided by data, focusing on incremental, reasonable, well-communicated changes that strongly align with the purpose of this policy and meet the conditions set in Council's 'Fees and Charges'.
40. Parking fees will predominantly be implemented in the central city, shopping areas, and commercial areas or as part of a local integrated multi-modal plan.

85% Threshold

41. The 85% threshold means that the parking resource is well used supporting businesses, while also ensuring people can still easily find a space, thus reducing congestion and frustration.
42. When peak parking occupancy is regularly above 85% the parking management approach (time

or price) will be changed to align with flow chart one (s.35).

43. In areas which experience low demand and/or there is no change in demand, and parking fails to reach the trigger points, Council will not consider changes to the parking management approach.

Demand-responsive pricing

44. Where parking demand exceeds the 85% threshold following the implementation of paid parking and/or time limits, Council will implement demand-responsive pricing as a way to achieve appropriate levels of occupancy (85%), encourage turnover and effectively manage the demand for on-street car parking.
45. Occupancy levels will be regularly monitored to ensure peak demand of parking, reflected in the hierarchy, is within the 85% threshold most of the time. Any pricing adjustments will be made known to the public in advance to any implemented changes.
 - a) If the demand for parking in a car park is found to decrease below 85%, Council will consider a price decrease
 - b) If the demand for parking in a car park is found to increase beyond 85%, Council will consider a price increase.
46. Council will ensure demand-responsive pricing prioritizes parking (in alignment with Principle Two) to ensure the central city and other shopping areas remain accessible for short-stay visitors to support local businesses and economic viability, through encouraging occupancy turnover.
47. Council will implement and manage demand-responsive pricing in alignment with the conditions set in Councils 'Fees and Charges'. The conditions in the 'Fees and Charges' will provide the detail on approved pricing range (inclusive of time of day, day and location), regular pricing review periods (frequency) and the price adjustment parameters.
48. Council will be clear and transparent with all changes (including cost, time, location and day) and will include appropriate notification to users prior to enacting changes.

Principle Five: Application of parking management technology

49. Advances in parking management technology are shaping how Council manages parking. Technologies can make parking more customer-friendly, reduce operating costs and enhance data collection and monitoring.
50. Council will continue to:
 - a) explore technology solutions to maximise compliance, monitor parking occupancy, support pricing technologies, and provide parking-related information to all road users;
 - b) review the extent and type of parking that will be required in the future, in response to technology changes (such as driverless and autonomous vehicles); and
 - c) investigate and implement new technologies to improve the efficiency of parking enforcement and offer a better service across Hamilton.

Principle Six: Reducing the demand for private vehicle parking

51. Reducing the demand for private vehicle parking in Hamilton over time aligns with both Council and national guidelines.
52. Council will continue to manage parking places in alignment with making other transport options available. If there are more transport options, parking places for private vehicles can be managed and restricted to ensure alternative modes are more attractive and prioritised.
53. Where there are good transport options available, Council will consider applying time restricted and/or paid parking to parking places for private vehicles in the Central City and other key shopping areas.
54. Council will continue to work to provide a range of public and alternative transport options to ensure the need for reliance on private vehicle use and related parking demand is reduced over

time.

55. Council will continue to work with business in employment areas requiring travel plans as a tool to help reduce the overall demand for parking places for private vehicles.
56. In some of these areas where the drivers of parking demand for private vehicles are considered particularly complex, Council will develop integrated multi-modal plans.
57. Integrated multi-modal plans will be developed in accordance with Waka Kotahi guidance and in consultation with the local community and business stakeholders to reflect local issues. The plans will provide a comprehensive assessment of parking across the area, an analysis of issues, and make short, medium, and long-term recommendations.

Principle Seven: Providing sufficient loading and servicing areas

58. The provision and management of any on-street loading and servicing areas should be sufficient to support economic growth by providing sufficient spaces and access at key locations.
59. Off-street provisions will be required in compliance of the operative district plan.
60. Where loading zones are provided, these will be managed to maximise access for the delivery of goods and services.
61. Council will monitor and review loading and servicing areas to ensure times and locations remain suitable.

Principle Eight: Alignment with local, regional, and national policy

62. To continue to align with local, regional, and national policy direction, Council needs to ensure that the way parking is managed:
 - a) encourages travel by a range of sustainable transport options;
 - b) prioritises parking for a range of transport options; and
 - c) enables kerbside space to be reallocated and/or utilised for more beneficial activities.
63. Local, regional, and national policy includes but is not limited to:
 - a) Hamilton's Access Hamilton transport strategy;
 - b) Hamilton's Climate Change Strategy;
 - c) New Zealand Transport Agency (Waka Kotahi) National Parking Management Guidance;
 - d) New Zealand Transport Agency (Waka Kotahi) Arataki and Keeping Cities Moving document; and
 - e) The direction set by Council's document, Our Vision for Hamilton Kirikiriroa.
64. Figure 1 below shows how the parking policy fits in the wider strategy and policy context and how it will influence operational plans:



Figure 1: Organisational hierarchy of the Transport Strategy, Parking Policy and associated integrated multi-modal plans (operational).

Ko te Aroturukitanga me te Whakatinanatanga **Implementation, Monitoring and Review**

- 65. Implementation of the policy will be overseen by the Unit Director of Transport.
- 66. Performance against the policy will be monitored and reported to the relevant Council Committee as required.
- 67. The policy will be reviewed every three years, in response to any issues that may arise, at the request of Council or in response to changed legislative and statutory requirements (whichever occurs first).