

porirua**city**

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# Parking Management Plan

**A plan to manage parking in Porirua City including Paid Parking in the City Centre**

Draft

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# 1. Purpose and Overview

## 1.1 Purpose

The purpose of this Parking Management Plan (PMP) is to manage parking in the Porirua City Centre. It sets out the challenges, and Council's objectives, design principles, pricing principles and supporting information.

## 1.2 Overview

Porirua is expected to experience significant population, housing and business growth over the next 30 years. Forecast population growth of 30,000 people will increase the pressure on our transport networks and parking in the central city. Council's Long Term Plan<sup>1</sup> (LTP) has outlined the investment and spending plans to achieve Council's strategic priorities for the city and improve its infrastructure. Council resolved in the LTP to extend paid parking in the central city and develop this Parking Management Plan.

## 1.3 Challenges and context

Current challenges in the Porirua city centre that this PMP seeks to address are:

- Increasing parking demand.  
There are more inner-city business users and residents and increasing traffic congestion. With increasing population and business growth parking demand will increase.
- There is high occupancy/low turnover of parking in certain areas.  
This means that some customers cannot access or are put off coming into the city. Some users 'crowd out' parking reducing access for others.
- The mix of parking options are not optimal.  
We need a better mix of short term/medium term and long-term parking in the city.
- The parking asset should be user-pays.  
To support the affordability of the LTP, parking should be paid for by users where this is practical.
- Resident perception.  
Residents perceive parking as a problem in Porirua. This probably relates to availability and difficulty of finding a park in the city. In the recent Quality of Life Survey, 41% of residents self-identified that parking was a problem in Porirua.

The PMP also takes into account the wider context of changes to transport, parking, and sustainability. The following national documents are relevant:

- National Policy Statement on Urban Development<sup>2</sup> removing minimum parking controls.  
The National Policy Statement on Urban Development removes all provisions from District Plans that previously required minimum numbers of parks to be provided with commercial and residential developments. That means any new development can be built without any associated car parks. That will increase the pressure on all parking.

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<sup>1</sup> Porirua City Council Long Term Plan 2021-2051

<sup>2</sup> <https://www.hud.govt.nz/urban-development/national-policy-statement-on-urban-development-nps-ud/>

- Keep Cities Moving<sup>3</sup>  
Waka Kotahi New Zealand Transport Agency (NZTA) has developed a plan to grow the share of travel undertaken by public transport and through walking & cycling. This mode shift is intended to develop a modern transport system with a range of options that keep people and products moving safely and efficiently.
- Government Policy Statement on Land Transport 2021/22 – 2030/31<sup>4</sup>. This has explicit outcomes for economic prosperity through efficient transport and making active travel an attractive option and environmental sustainability.
- National Parking Management Guidance<sup>5</sup>.  
Waka Kotahi NZTA has also developed a guide to parking management that provides economic and practical frameworks to consider when implementing parking strategies and plans. This PMP has relied on this guidance.

#### 1.4 Status of this Parking Management Plan

This Parking Management Plan is a non-statutory document that sets out for Council, parking users, and stakeholders how Council will use, develop and configure its parking assets.

Council has a Traffic Bylaw that includes some specific regulatory controls in relation to parking, in addition to the powers that Council has under the Local Government Act 1974 and the Land Transport Act 1998. Specific decisions that Council makes about time restrictions and paid parking areas are determined through the Traffic Bylaw and documented in schedules associated with the Bylaw.

#### 1.5 Alignment with other Council plans and strategies

We have developed the detailed parking zones and maps with the recognition of:

- Council's Growth Strategy 2048. This sets out the expected growth and intensification of development around the city centre.
- Proposed District Plan. This sets out the development framework and principles that will apply in the city centre.
- Climate Change Strategy.
- Proposed Road Safety Strategy 2020-2030.
- Transport plans including some redevelopment of transport routes on Lyttleton Ave. There are also some changes adjacent to the Greater Wellington Regional Council (GWRC) Park & Ride facility.
- Urban planning and development strategies in making the city more accessible.

<sup>3</sup> <https://www.nzta.govt.nz/walking-cycling-and-public-transport/keeping-cities-moving/>

<sup>4</sup> <https://www.transport.govt.nz/assets/Uploads/Report/GPS2021-Word.docx>

<sup>5</sup> <https://www.nzta.govt.nz/roads-and-rail/parking-management-guidance-for-consultation/>

## 2. Objectives and Principles

### 2.1 Objectives

Our overall objectives for parking in the Porirua central city are:

1. Parking is available to meet reasonable user needs.  
This means there needs to be appropriate turnover and availability of parks in certain places. To achieve turnover and availability we need a mix of time restrictions and paid parking. When occupancy is high, paying for parking is a good way to achieve turnover.
2. The range of parking options supports user needs and city growth.  
Around the city there are a range of user needs and urban design objectives we are trying to achieve. Parking should support good urban form.
3. Parking supports change in transport modes.  
To align with government and Council policies in relation to sustainability, we wish to encourage increased use of public transport and active transport modes such as cycling and walking.
4. The cost of parking is met by users.  
Parking should be a user-pays activity to the extent possible.
5. The provision of different types, duration and charging of parking supports the vision of a vibrant city centre.  
This is to ensure the parking supports our Growth Strategy and the plans for urban design in the city centre.
6. Flexibility for the future.  
The proposed changes, particularly the extension of paid parking will affect parking behaviour. People who currently park in free parks close to the city may choose to park in areas surrounding the changed parking zones and walk the remainder of their journey. This may create issues outside the immediate zones where parking will change. Other providers of parking such as retailers will also be affected and may have increased parking by those not using their stores. Along with continued increasing traffic and parking demand, Council needs to have flexibility to review and adapt its parking areas and zones in future.

### 2.2 Design Principles

The following design principles have been developed to guide the planning for specific areas in the city. Council will use these in assessing and determining what restrictions or approaches are required in a specific area or street within Porirua city.

1. Optimise range of parking available including paid and time-restricted parking.  
Use range of non-paid, time restricted parking for specific use/needs.  
Use paid parking, maintain some time restrictions to further encourage turnover.
2. Increase in turnover and availability through pricing.  
This means in the highest occupancy areas, encourage turnover through payment.  
Provide free periods in certain areas to minimise barriers to parking.
3. Consider the urban design objectives, location and user needs the parking serves and what is appropriate for the parking type and proximity to the CBD.

4. Provide for other uses.  
This includes increases in loading zone/commercial/short term in key areas, and maintain disability/access, motorcycle and cycle parking.
5. Coherent parking blocks and signage.  
Blocks of parking should be clearly identifiable and easy for customers to understand.  
Keep small parking areas simple and complementary to nearby parking.

### 2.3 Pricing Principles

To assist in achieving the goals and support the design principles we need to also consider what pricing principles apply where we determine to use paid parking.

1. Pricing based on the usage and location.  
Parking closer to the city centre should be related to higher price and the type of parking that is available.
2. Occupancy levels considered in relation to price.  
The National Parking Management Guidelines consider that where occupancy exceeds 85% then, as well as considering time restrictions, paid parking should be considered. If occupancy still exceeds 85% at peak times then there may be a need to increase prices further.
3. Keep pricing simple.  
We want to make it simple for customers to understand pricing. We will use sensible increments (e.g. \$1, \$2) with a minimum of a \$0.50 change in price. Council's LTP and Annual Plans will be used as the process to declare changes to overall fees and charges so pricing will only change annually.  
At this stage we think that demand-responsive pricing (dynamically changing the price based on current occupancy) is too complicated for Porirua and makes it less understandable for customers.
4. Provide some free periods.  
As this is a significant change in behaviour for Porirua, we propose to keep some free periods for parking in some areas. This is not typical in New Zealand and can result in some adverse behaviours such as customers trying to get additional free parking by moving their cars. If they stay for longer than the free period they can also end up paying a higher fine. Our free parking periods however will rely on technology – customers must register their parking session to obtain their free parking period (either on the machine or on the app – see section 4).

### 3. Current State

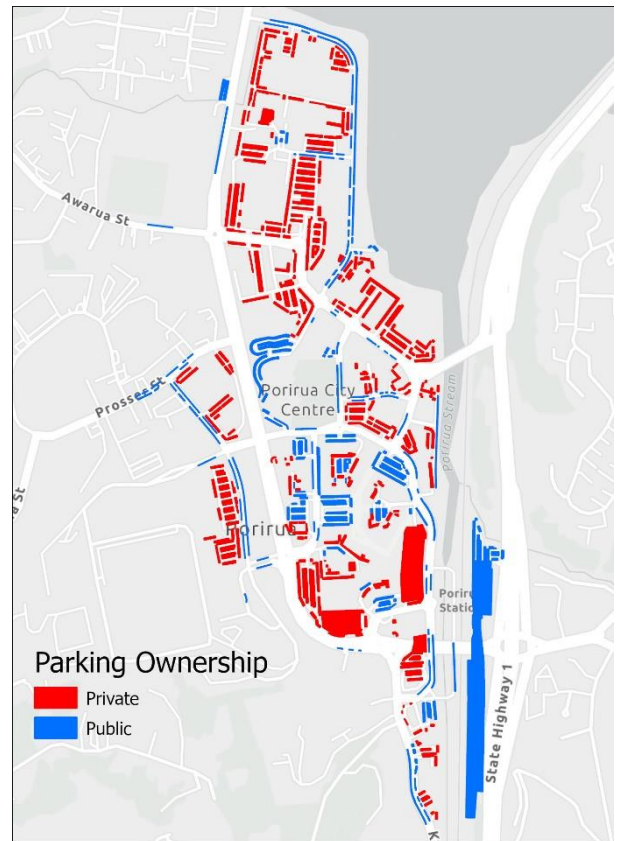
#### 3.1 Current Parking Provision in Total

There are about 7,680 parks identified in the full 'city' zone, however this Parking Management Plan only applies to Council-owned car parks. Note that this area is bigger than the proposed scope for considering paid parking (next section).

	<b>Number of parks</b>	<b>% of parks</b>
Private parks	5014	65%
City Council owned	1845	24%
GWRC Park and Ride	821	11%
	<b>7680</b>	

Council parking therefore represents about ¼ of the parking available.

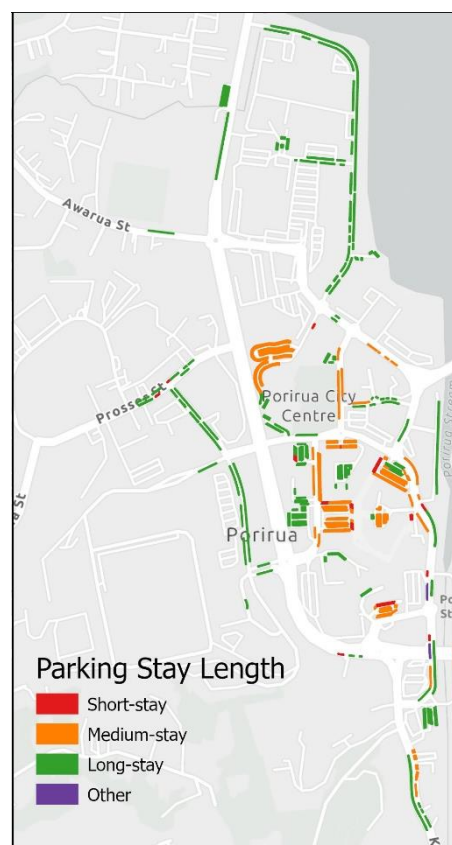
This indicates that there is a lot of parking available with Porirua, but that it is likely to be undervalued by both ratepayers and private businesses.



### 3.2 Current public parking

Within the Council parking options there is a mix of time restrictions and short stay/medium stay and long stay parking.

Time restriction	Stay Length	Number of parks
P15 or below	Short-stay	21
P30	<b>Short stay</b>	58
P60	<b>Short stay</b>	32
P90	Medium-stay	446
P120	Medium-stay	40
P180	Medium-stay	203
Paid Parking	Long stay	115
Leased and staff parking	Long stay	66
Unrestricted parking	Long-stay	864
<b>Grand Total</b>		<b>1845</b>



Key features:

- There are currently two small paid parking areas in Hagley Street totalling only 115 parks, or 1%, of the total.
- Unrestricted long stay parking represents about 46% of the total.
- There are a large number of P90 parks in central areas.
- The medium term P180 (3 hour) parks are all at the Te Rauparaha Arena for event and recreation parking.

### 3.3 Other types of parking

#### Mobility parking

Mobility parking is provided by both private businesses and by Council and total about 130 parks. The amount of parking and its configuration is provided in accordance with regulatory requirements. In addition, we have identified the opportunity in some of our areas to provide within the paid parking zones additional mobility parking.

#### EV parking

We will also be responsive to developments in EV Charging. With increasing electrification of the fleet, there is the question of what charging infrastructure should be provided in the public space.



Businesses and private providers such as service stations and retail areas will be providing infrastructure for their staff and the public. With expectations of increasing capacity of batteries, users may also prefer to use home-charging. However, Council will be open to approaches by charging infrastructure providers to use public space, probably on a lease basis, and assess these on their merits.

### 3.4 Current Parking Occupancy

From previous studies and recent assessments we know that closer to the city centre there is significant pressure on occupancy.

Some recent occupancy observations include:

- Cobham Court: High occupancy particularly from 10am to 5pm, with P90 average occupancy at 90% from 10am to 2pm. There are regularly periods where both the P30's and P90's are 100% occupied.
- Hagley Street: High occupancy over 85% 9am to 5pm, with periods during peak hours (10 to 2pm) of 95% to 100% occupancy.
- Kilkerran place: Moderate to high occupancy with 80% averages over the day, with periods around 1pm hitting 95% occupancy.
- Nearby areas such as Jellicoe and Norrie Street. High occupancy

## 4. Proposed Scope

### 4.1 Geographic Scope

The proposed scope of this parking plan is Council-owned car parks in the central city area. Within this, we are focusing on the area starting at the roundabout entry to Te Rauparaha Arena and extending down to Station Road/Lyttleton Ave in the South.



### **Further changes in the City Centre**

By making significant changes in the area above, there will probably be consequential flow-on of increased parking pressure to the immediate surrounding areas. This will particularly to the Wi Neera Drive and Elsdon areas. There are some areas within the focus area that do not include changes to time restriction or paid parking. We will monitor the effects and may propose future changes in the city centre.

### **Effect on retailers and other businesses**

Many retailers provide parking for their customers, with particularly large parking areas set aside for the North City Mall, supermarkets, and the major retail area. Most of the larger providers already have some form of compliance activity but may experience more 'non-compliant' parking.

### **Outside Porirua City Centre**

We are not proposing to introduce paid parking outside the Porirua city centre. The parking design principles we have developed are suitable for consideration to Porirua City as a whole, including town centres, but without including paid parking. That means that existing approaches to considering parking restrictions (P10's, P30's etc.) outside schools, dairies, retail outlets and town centres will continue.

## 5. Proposed Parking Management Approach

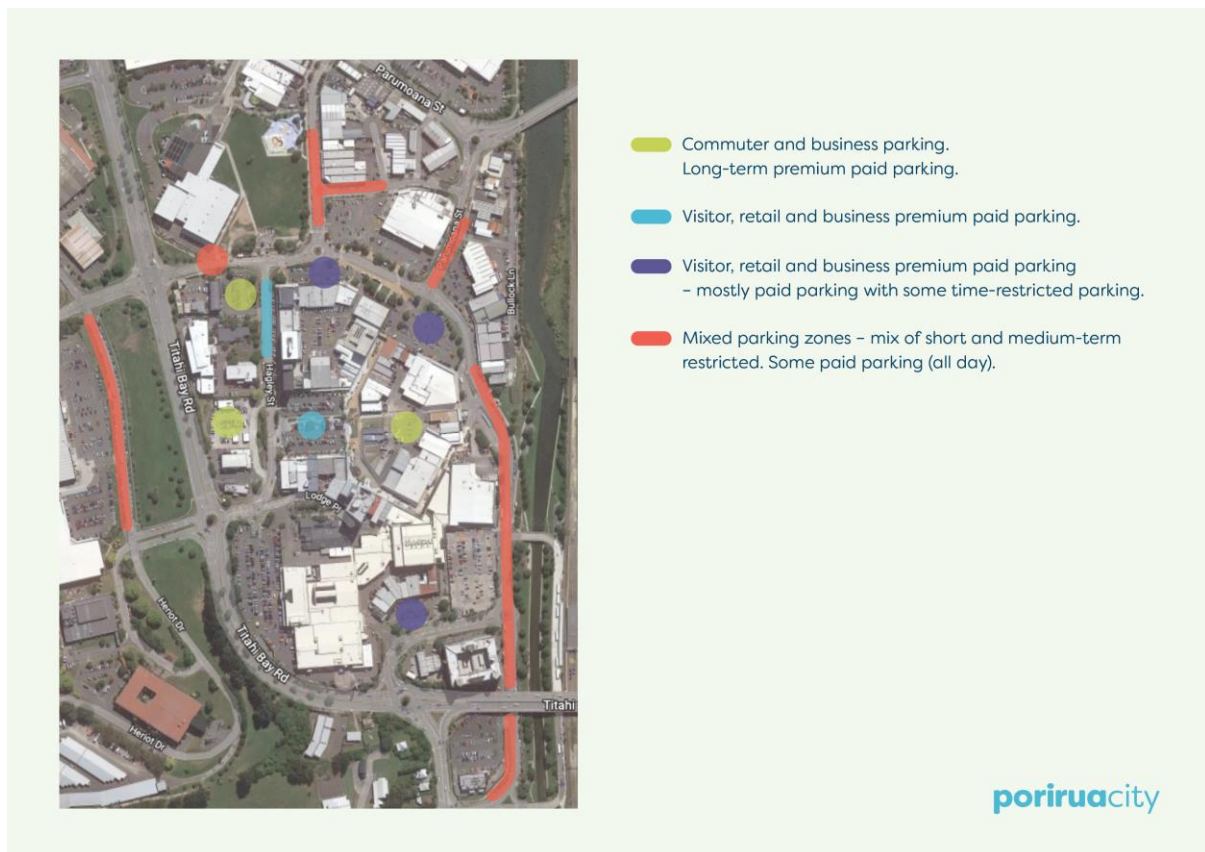
### 5.1 Parking Overview

To achieve the goals and in applying the design principles we have identified the following focus area for parking.

Within this area we have identified the following parking zones as marked on the map:

- Premium Long-Term Parking. This includes the existing Hagley Street paid parking areas and a proposed new long term commuter parking area at Ferry place.
- Premium Parking. This is for retail and business parking and includes Cobham Court and Hagley Street.
- Standard Off-Street Parking. This provides visitor, retail, and business parking around the three 'off street' areas at Kilkerran Place, Lydney Place, and Hartham Place.
- Standard Parking. This is mixed parking zones around the immediate city area with a range of parking needs.

The detail of these zones is in the next section and in the map layer available at: [URL].



## 5.2 Parking Zones and Products

Applying these zones, the design principles, and the pricing principles results in the following zones and products. More detail is in the specific parking maps at [URL].

Zone	User Need	Characteristic	Term	Paid	Time Restricted	Where?	Free Period?	Tariff	Comment
Premium Long Term Parking	Commuters, business	High Accessibility, High Occupancy	Long Term	✓	✗	Hagley Street Off-Street. Ferry Place	No	\$2/hour, \$10 max	No free period – as want to prioritise longer term users
Premium Parking	Shopping, business	High Accessibility, High Occupancy	P120	✓	✓	Cobham Court, Hagley Street	30 mins	\$2/hour	Turnover parking. With Free period max fee is \$3.
Standard Off Street	Shopping, business	Moderate accessible, Mod-High Occupancy	P120 (some P30)	✓ (✗ some free)	✓	Kilkerran, Lydney, Hartham	30 mins	\$1.50/hour	With free period max fee is \$2.25.
Standard Parking within mixed parking Zones	Mix of short term needs and commuters/visitors who need longer	Less accessible to CBD but may be used to access specific retail stores or places in the city. High occupancy currently	Long Term	✓	✗	Norrie (Te Rauparaha side), Jellicoe, Station Road, Lyttleton, Bunnings Bank area	1 hour	\$1/hour, \$5 max	Replaces free parking
			Short Term P10's, P60's P120	✗	✓	Some of Norrie, Lyttleton, Jellicoe etc.	N/A	None	Existing P10's, P60's, extra loading zones, some 'orphans'

(Note that within the zones identified as Premium, Standard Off-Street and Standard Parking there is still provision in certain places for non-paid, time restricted parking such as P10's and P30's to meet specific parking needs in those areas).

### 5.3 Finalising the specific parking areas

Council has developed the detail for these zones and presented them [URL]. These are subject to consultation.

### 5.4 Payment approach

Council will use Pay by Plate as the method for vehicle using paid parking. The benefits of Pay by Plate are:

- Paperless – More sustainable option as less paper waste, less litter and utilisation of resources. Pay machines require less maintenance and do not need restocking of paper. Machine reliability is higher as printing tickets particularly in the cold and wet is less reliable and can lead to jams.
- Fewer Pay machines. Customers can pay and keep walking without having to return to place a receipt on the car.
- Customer certainty. No appeals for a lost ticket or a ticket not displayed properly on the dashboard as the parking session is registered via the machine.
- Easier compliance. No checking dashboard for tickets – Parking Officers can enter the registration number to check whether there is a valid parking session (and the details of when it was initiated etc.).
- Enables free parking periods

Council will also use 'PayMyPark' as a payment mechanism – Council already has this and it provides an easy to use, low transaction cost method (also covered below).

### 5.5 Payment Methods

We will provide the following payment options:

- Full pay machines taking cash and credit/debit cards. All machines will be enabled for contactless payment using credit/debit cards. Cash provides convenience for many people who have short term parking needs.
- Card-only machines. Some card-only machines will also be provided. These provide less impact on the footpath and urban space. They also reduce theft/damage risks of holding cash, as well as reducing, cash collection & processing, and higher maintenance costs of cash machines.
- PayMyPark app. This is currently in place in Porirua and widely throughout the country. It provides the following benefits:
  - Fast to start a parking session as your plate is already registered in the system.
  - You only pay for the time you've parked – no need to guess how long you need to pay for parking.
  - You can receive an alert when your paid parking is about to expire and extend your time remotely (time restrictions still apply).
  - If you finish early, you can stop the parking time and get a refund to your account.
  - Businesses can simplify their parking costs with one account for all vehicles.

We will also look at future emerging technology in this area such as further opportunities for mobile payment.

### 5.6 Enforcement and Compliance

Enforcement is a means to encourage compliance with parking restrictions. Visibility of Parking Officers and enforcement of non-compliance ensures a level-playing field for all parking users.

Enforcement efficiency is supported through the Pay-by-plate technology. Parking Officers can enter the licence plate number and quickly identify whether the user has a valid parking session.

Council is not intending to use parking sensors for paid parking. We want to introduce paid parking with minimal change as well as minimising capital cost. Parking sensors are not particularly necessary for Pay-by Plate methods and for the zonal approach we have taken. Council may use parking sensors in future in a limited role in enforcing specific time restricted parks (for example, loading zone, P10 compliance).

## 6. Implementation and Review Processes

### 6.1 Implementation of this Parking Management Plan

This Parking Management Plan will come into effect following the current review of the Traffic Bylaw. This process includes consultation on the Bylaw, Parking Management Plan and the proposed parking schedules. Once the parking schedules (that include the detailed site descriptions) are adopted by Council we will install parking meters, signage and undertake appropriate advertising and familiarisation programmes.

### 6.2 Review and Monitoring

Council will undertake the following review processes of this Parking Management Plan through:

- Occasional surveys of parking occupancy.
- Monitoring of complaints on paid parking.
- Monitoring the effects of parking changes in the city centre on surrounding areas.
- Analysis of parking data collected through payments including length of stay, estimates of occupancy, payment analysis etc.
- Feedback from retailers on the effect of the parking changes on the usage and non-compliance of the parking areas provided adjacent to retail areas.
- Resident Satisfaction Survey and the Quality of Life Survey.

### 6.3 Future Changes to Parking Areas

Council may by resolution add/change parking time restrictions or paid parking areas. Prior to any change, Council will undertake appropriate consultation guided by the Council's Significance and Engagement Policy.

There may be additional changes that arise from changes to the transport network including safety redesign, provision for additional public transport etc.

### 6.4 Future changes to Parking Charges

Council will use its Annual Plan/Long Term Planning process to review and set parking charges.

### 6.5 Other Work

In addition to the work indicated above, there are a range of additional measures that Council will undertake that relate to parking:

- Advocacy for enhanced public transport networks. To mitigate the pressure on parking, and to encourage the shift in transport modes Council will continue to advocate to GWRC the need for improved public transport options particular to address commuter needs for those travelling to the CBD from around the wider Wellington region.
- Ongoing provision for EV's, Shared Transport options, walking and cycling provision.
- Consideration of urban design and city form.