

Clauses supporting cycling, parking and land use improvements - written October 2019

There are plenty of other good documents that I haven't used, and they are referenced in [Table B1.6.1](#) of the Auckland Unitary Plan (AUP), but as you can see, there's plenty of direction given below.

To resist moves such as “scheduling” the local centres on transport corridors that are ideal for transit oriented development:

Enable higher residential intensification:

(a) in and around centres;

(b) along identified corridors; and

(c) close to public transport, social facilities (including open space) and employment opportunities. - Policy 5 of [AUP B2. Urban growth and form](#)

Identify a hierarchy of centres that supports a quality compact urban form:

(a) at a regional level through the city centre, metropolitan centres and town centres which function as commercial , cultural and social focal points for the region or sub-regions; and

*(b) **at a local level through local and neighbourhood centres** that provide for a range of activities to support and serve as focal points for their local communities - Policy 6 of [AUP B2. Urban growth and form](#)*

To support proposals that involve removing some parking, on the basis that parking reduction also reduces traffic:

The requirements for parking can ... be managed to have a significant influence on reducing car use. - [AUP E27. Transport](#)

Parking supply and pricing should... reduce car travel to contribute to reduced energy consumption and climate change mitigation - [AT Parking Strategy](#)

*The current predominance of private vehicle travel and the accompanying requirements for parking is recognised in terms of both the positive **and adverse effects** associated with accommodating these parking requirements. - [AUP E27. Transport](#)*

Develop a sustainable and resilient transport system - Focus Area 7 of the [Auckland Plan 2050](#)

Target new transport investment to the most significant challenges - Focus Area 2 of the [Auckland Plan 2050](#)

Better integrate land-use and transport - Focus Area 5 of the [Auckland Plan 2050](#)

To support reallocating carparks and brownfields land into high intensity housing:

*Accommodating growth in areas where land is scarce and a highly valued resource requires **reconsideration** of the use, and benefits and costs of requiring parking. - [AUP E27. Transport](#)*

Improve the integration of land use and transport by

(b) encouraging land use development and patterns that reduce the rate of growth in demand for private vehicle trips, especially during peak periods;

*(e) enabling the supply of parking and associated activities to reflect the demand while taking into account **any adverse effects** on the transport system; - Policy 5 of [AUP B3. Infrastructure, Transport and Energy](#).*

To resist increases in carparks on council land, whether incremental or as part of a new development:

Any controls on parking should reflect the needs of land use and the wider transport system. - [AUP E27. Transport](#)

Provide for flexible approaches to parking, which use land and parking spaces more efficiently, and reduce incremental and individual parking provision. - Policy 9 of [AUP E27. Transport](#).

*The planning framework to facilitate this growth includes managing parking minimums and **recognising situations where removing the requirement to provide parking** will have direct land use benefits in regard to reducing development costs, improving housing affordability, optimising investment in parking facilities and supporting the use of public transport. - [AUP E27. Transport](#).*

Ensure a fiscally responsible approach to providing, managing and pricing parking facilities and that benefits cover costs. - Objective 6 of the [AT Parking Strategy](#)

AT considers that public transport should be a priority in terms of capital expenditure and any off-street parking investment should be commercially viable.

Table 5: Criteria to be met before additional investment in off-street parking

Criteria	Description
Unsatisfied demand for parking	On-street parking is already subject to demand-responsive pricing, and occupancy of existing paid parking spaces in the area regularly exceeds 85% during peak periods (busiest 4 hour periods)
Growth in demand expected	The area is expected to experience significant growth in employment and/or population over the next 5-10 years, or is identified as a priority growth centre in the Auckland Plan
Public transport alternatives not viable	Planned improvements to the public transport system are not sufficient to cater for projected travel demand particularly in dispersed catchments.
Consistency with local planning policies	The development of off-street parking facilities is consistent with any relevant Local Board Plan or Comprehensive Parking Management Plan (CPMP) and will not have significant adverse effects on the local environment or amenity
Potential consolidation of parking	The development of additional off-street parking provides the opportunity to consolidate existing and/or future off-street parking that will provide benefits to the local area through improved amenity and urban design, better traffic management and safer street access points
Road capacity	The road network is able to accommodate the additional traffic generated as a result of the parking facility, at the times of expected peak demand
Return on investment	The expected user revenues from the facility provide an adequate return on investment (after taking into account any wider economic benefits to non-users)
Private sector funding	Opportunities exist for private sector funding contributions to the facility (possibly through development contributions charged as an alternative to the provision of on-site parking). This would be subject to the development of a specific contribution plan for off-street parking
Private sector investment in parking	The private sector has not responded to the market signals that are influenced by AT through its approach to on-street parking supply and pricing.

To support reallocating kerbside parking to cycle lanes, WITHOUT having to replace it elsewhere:

As Auckland grows it is essential that more people walk, cycle or travel by public transport... Allocating space for vehicles, cyclists, pedestrians, and amenities such as street furniture and trees, is a challenge. This challenge will increase as our population grows. - [Auckland Plan 2050](#)

Support place-making, amenity and good urban design outcomes. - Objective 5 of the [AT Parking Strategy](#)

However to limit the increase in congestion and reduce the need for valuable land to be used as parking, we need to encourage:

- *greater use of public transport, walking and cycling - [AT Parking Strategy](#)*

Make better use of existing transport networks - Focus Area 1 of the [Auckland Plan 2050](#)

Make walking, cycling and public transport preferred choices for many more Aucklanders - Focus Area 4 of the [Auckland Plan 2050](#)

*Parking and loading supports urban growth and the quality compact urban form.
- Objective 3 of [AUP E27. Transport](#).*

To support reallocating traffic lanes to cycle lanes:

Prioritise the safe and efficient movement of people, services and goods on the road network. - Objective 1 of the [AT Parking Strategy](#)

An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for. - Objective 2 of [AUP E27. Transport](#).

Increase genuine travel choices for a healthy, vibrant and equitable Auckland - Direction 2 of the [Auckland Plan 2050](#)

Move to a safe transport network, free from death and serious injury - Focus Area 6 of the [Auckland Plan 2050](#)

To insist that safe active and public transport connections are designed with priority over carparking at new or expanded facilities on Council land:

Pedestrian safety and amenity along public footpaths is prioritised. - Objective 5 of [AUP E27. Transport](#).

*It is important that parking is managed and provided in a manner that supports urban amenity, efficient use of land and the functional requirements of activities.
- [AUP E27. Transport](#).*

Improve the integration of land use and transport by

(c) locating high trip-generating activities so that they can be efficiently served by key public transport services and routes and complement surrounding activities by supporting accessibility to a range of transport modes;

(f) requiring activities adjacent to transport infrastructure to avoid, remedy or mitigate effects which may compromise the efficient and safe operation of such infrastructure - Policy 5 of [AUP B3. Infrastructure, transport and energy](#)

Require parking and loading areas to be designed and located to:

(a) avoid or mitigate adverse effects on the amenity of the streetscape and adjacent sites;

(b) provide safe access and egress for vehicles, pedestrians and cyclists;

(c) avoid or mitigate potential conflicts between vehicles, pedestrians and cyclists; - Policy 17 of [AUP E27. Transport](#).

Require park-and-ride, non-accessory parking and off-site parking facilities and their access points to

(f) be managed and operated so that the facility avoids adverse effects on the efficient, effective and safe operation of the transport network including:

(i) the safety of pedestrians and cyclists;

(ii) amenity for pedestrians;

(iii) queuing on the road and conflict at access points to the facility; and

(iv) the operation of public transport services and related infrastructure. - Policy 19 of [AUP E27. Transport](#).

Prioritise the safe and efficient movement of people, services and goods on the road network. - Objective 2 of the [AT Parking Strategy](#)

Manage the number, location and type of parking and loading spaces, including bicycle parking and associated end-of-trip facilities to support all of the following:

(c) the safe, efficient and effective operation of the transport network;

(d) the use of more sustainable transport options including public transport, cycling and walking; - Policy 3 of [AUP E27. Transport](#).

Some questions to ask:

- Is Council proposing local projects that put its own brownfields sites to better purpose?
- Where Council is developing a new facility, are they insisting the design prioritises sustainable and healthy transport modes over parking? Is parking limited to loading zones, mobility parks and fully-priced parking for long distance trips, or are they continuing with carpark-saturated design that creates sprawl, induces traffic and makes our problems worse?
- Where opportunities for reducing parking occur, are Council seeing this reduction as the public good that it is, or are they mistakenly supporting moves to replace kerbside parking, or to augment parking on Council land?
- Where tenants of Council-owned brownfields sites on good public transport corridors propose car-centric development for the land, what is Council doing? Are they using

any legal landlord or Council rights to save that land from such development, and promote high density mixed use development with housing, instead?

- When projects involve reallocating road space to cycle lanes, it is sometimes Council who shape the discussion with residents and land users. Are they doing so fully aware of their legal duty to plan for future generations... or with an overblown concern for mitigating a perceived loss of amenity for the currently best-provided-for road users?