



Residential Parking Policy

October 2001

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1. Introduction

The primary purpose of parking controls in residential streets is to ration on-street park spaces between competing groups of parkers when high levels of parking are occurring, and ensure on-street parking does not prevent the safe use of streets or hinder access to properties. Residential streets in this context are considered to be primarily roads servicing low-density residential areas as generally defined in the Auckland City Operative Isthmus District Plan.

2. Summary of Proposed Policy

The objectives of the residential parking policy are to balance access to kerbside parking in residential streets between residents, visitors and commuters and ensure parked cars do not prevent the safe and efficient use of streets.

The key parking measures to achieve this are:

- ‘No stopping at all times’ markings to maintain visibility around intersections, corners and in narrow streets,
- Education and enforcement, and the installation of limit lines as necessary to maintain minimum clearances around vehicle crossings,
- Time-restricted parking (P60 or P120) where there is a lack of on-street parking for short-stay visitors,
- The provision of exemption permits (from time-restricted parking) for eligible households, where there is a lack of on-street parking for residents and subject to the availability of on-street parking space,
- The provision of residents’ only parking permits and designated parking spaces for residents without off-street parking, where residential streets are subject to very high levels of parking and located close to high parking demand generators.
- No stopping at all times and time-restricted parking (P5 to P30) on streets around schools to reduce congestion and traffic conflicts.

3. Background

The need for the policy to control parking in residential streets arose from several sources:

- Underlying trends which indicate increasing car ownership per household, increasing use of the private car for commuting, limits on parking supply and parking shortfalls in several of the City’s main retail areas,
- Growing concerns of residents at the high levels of commuter parking in residential streets,
- The need to investigate the protection of residential areas in the vicinity of bus lanes from being parked out and on replacement parking for retailers,

- The Central Area parking policy highlighted the need to consider the management of parking in fringe areas as a consequence of the perception that the Central Area parking constraint policy is diverting commuter parking into nearby areas.

In response, the Transport and Committee at its June 2000 meeting endorsed the process for the development of a parking policy for residential streets. The Transport Planning and Traffic and Roding Services Groups proceeded with the development of case study schemes for Freemans Bay, St Marys Bay, Great South Road and Mt Eden.

A series of workshops with local communities were held in each study area and research surveys undertaken to determine the extent of the parking problem. In October 2000, the Transport and Roding Committee approved consultation on trial parking measures in the study areas. For Freemans Bay and St Marys Bay this proposed introducing time-restricted parking on a six-month trial basis, with exemptions for residents in certain streets. For comparison, time restricted parking was also offered in Mt Eden, with a limited number of streets eligible for residents' only parking.

Seventeen streets in Freemans Bay and St Marys Bay streets supported a trial but with the proviso that exemptions be made available for all households. The original proposal limited the provision of exemptions to residents in streets where more than 50% of households do not have off-street parking. This provision was subsequently changed by the Transport and Roding Committee to allow 1 exemption permit (at no cost) for all eligible households on affected streets and an additional exemption permit (for a cost of \$45) for households without off-street parking. In Mt Eden, only Burnley Tce supported a trial of Residents only parking.

The trial commenced in mid-May 2001 on the seventeen streets. This number increased to include twenty-one streets by August 2001 as a result of additional streets meeting the eligibility criteria for the parking scheme and a majority of residents supporting its introduction. The trial end date is 31 October 2001.

The monitored effect of the residents' exemption parking trial has been to increase opportunities for parking by residents and visitors in trial streets, while continuing to provide uncontrolled areas for commuter and non-permit holder parking. Overall, average occupancy of the time-restricted parking zones is low (around 34% of 361 spaces) and few residents with permits (between 10-12% of total spaces) actually park in them during the weekday.

The parking schemes have generally resulted in reduced levels of commuter parking in the trial streets with some commuter parkers relocating to adjacent streets or areas west of Ponsonby Road. A limited number of streets located west of Ponsonby Road have experienced significant increases in parking occupancies during the day. However, there have been few complaints from residents or requests for the extension of the parking schemes. The trial has also provided the impetus to address traffic safety and access issues in the trial areas such as parking too close to intersections or across driveways, and congestion around schools.

The residents' only parking trial in Burnley Tce only involves 2 spaces and has had only a very limited effect.

4. Key Parking Issues in Residential Streets

Research and workshops with affected residents in the four residential study areas identified parking issues and the extent of the on-street parking problem. The key issues could be grouped into four distinct parking scenarios. These include:

- Parking creates a safety hazard, at intersections, pedestrian crossings and corners of some roads,
- No on-street parking is available – during the day, evening or both,
- Blocked roads and driveways due to narrow streets and the high level of parking,
- Congestion at schools and preschools during drop off and pick up times.

The key issues are explained in more detail in the table below:

Issue	Main Concerns
Parking creates a safety hazard <ul style="list-style-type: none"> • at intersections • adjacent to pedestrian crossings • at corners on some roads 	<ul style="list-style-type: none"> • Parking out of streets causes safety problems for children – reduced visibility between children and oncoming traffic • Safety problems for cars – reducing sightlines between approaching traffic. • Access of emergency services made difficult where the useable road is limited by parked cars. Narrow roads also make access difficult for buses and service trucks – refuse collections.
No on street parking available in the residential street – either during the day, in the evening or both.	<ul style="list-style-type: none"> • Shortage of off-street parking makes on-street parking essential. • Streets are frequently parked out causing problems for visitors and residents with no or limited off-street parking. Parking is too cheap for commuters in residential areas. • The intensity of on-street parking is having an adverse impact on the visual appearance and amenity levels of residential areas,
Blocked roads and driveways due to narrow streets with higher levels of parking on both sides.	<ul style="list-style-type: none"> • Parked cars narrowing the available road for manoeuvring. This is accentuated where roads are narrow and footpath parking is being discouraged by Council • Restricted access for emergency services & large vehicles, eg fire engines, rubbish trucks, etc • Difficulties of accessing properties due to cars parked over driveways or too close to them. • The presence of obvious commuter cars makes them easy targets for thieves. • Parking causing noise in evenings • Busier nature of streets is affecting quality of life and residential character of streets.

<p>Congestion at schools during drop off and pick up times</p>	<ul style="list-style-type: none"> • This issue relates primarily to parents collecting children after school • Traffic conflicts between stationary and moving vehicles, and pedestrians. • Illegal parking while waiting outside schools
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4.1 Other Issues

Residents also raised other parking-related issues through the workshop process including:

Levels of Parking Enforcement

- Perception that enforcement is not always effective in ensuring compliance of parking controls,
- Enforcement of some restrictions (ie. footpath parking) is not always desirable in residential streets where compliance could either result in unsafe on-street parking or hinder through traffic.

District Plan–Related Issues

- In some areas, low-density residential areas are under pressure from higher density development which is increasing the levels of on-street parking,
- Increasing levels of on-street parking in residential areas which are related to business activities, schools and other significant parking attractors located in adjacent areas,
- Perception that the Council’s management of on-street parking has not been consistent with the intent of the District Plan (particularly raised in respect of the streets serving properties zoned as Residential 1) or effective in enforcing District Plan provisions and conditions related to the provision of off-street parking by developers.

These issues are considered beyond the scope of the residential parking policy and are being addressed through the development of comprehensive parking plans for town centres and ongoing parking management.

5. Parking Measures

There is a range of parking management measures available to address the identified key parking issues within residential streets. These are set out below:

Issue	Measures
Parking creates a safety hazard <ul style="list-style-type: none"> • at intersections • adjacent to pedestrian crossings • at corners on some roads 	<ul style="list-style-type: none"> • ‘no stopping at all times’ to improve visibility
No on street parking available in the residential street – either during the day, in the evening or both.	<ul style="list-style-type: none"> • time restricted parking, eg P60 - P120, 8am-6pm Mon-Fri to restrict commuters • time restricted parking, with exemptions for permit holders • residents only parking for permit holders
Blocked roads and driveways due to narrow streets with higher levels of parking on both sides.	<ul style="list-style-type: none"> • ‘no stopping at all times’ to improve visibility • education and enforcement of Bylaw prohibiting parking within 1m of vehicle access • limit lines to maintain minimum clearance around vehicle crossings
Congestion at schools during drop off and pick up times	<ul style="list-style-type: none"> • ‘no stopping at all times’ to improve visibility • time restricted parking, P5-P30 during morning and afternoon peak • Walking school bus • Encourage schools to develop their own internal traffic management plans to reduce traffic conflicts, in consultation with the City.

6. Strategic Context

The management of on-street parking in residential areas is linked to wider strategies. These include:

- City and Regional growth strategies, as contained within the Regional Growth Strategy, and the City’s Liveable Communities Strategy,
- City and Regional transport strategies, articulated by the Regional Land Transport Strategy, the Central Area Parking Policy, and policy work underway including the Council’s transport strategy, the Regional Council’s Traffic Demand Management Strategy and the Regional Parking Strategy
- the Council’s District Plan.

7. Rationale for Residential Parking Policy

The key rationale in support of the application of parking controls in residential streets are:

- Recognise there is no inherent legal right for vehicle owners to park on public roads,
- Balance the rights and interests of individual property owners with those of the community, including the right of road users to use roads for getting from one place to another and the right of property owners to have access to their property,
- Maintain minimum levels of service with regard to traffic efficiency and safety, convenience and access to property,
- Ration on-street parking in residential areas where there is no or limited on-site parking to favour residents and visitors (including customers of businesses) over commuters, but recognise the importance of maintaining convenient unrestricted kerb-side parking,
- Recognise that high levels of parking can adversely affect the character, level of amenity and appearance of residential streets. Therefore, parking controls should seek to reduce these adverse effects to a level consistent with the underlying purpose of low-density residential areas, as defined in the Isthmus District Plan.

8. Policy Statement & Objectives

The policy statement for residential parking is:

“Within the terms of accessibility, safety, amenity and strategic criteria, the Council will work with local communities to develop, implement and maintain effective and appropriate measures for the management of parking in residential streets.”

The following objectives give effect to the policy statement:

- To recognise existing regional and city strategies for transport and land-use and manage parking in a manner consistent with these strategies.*
- To balance the accessibility needs of local residents, visitors and businesses, ahead of the needs of commuters from neighbouring areas.*
- To implement and operate controls on parking in a manner that minimises the adverse effects on businesses.*
- To ensure that parked cars do not unreasonably prevent the safe use of streets as thoroughfares for vehicles, cyclists and pedestrians.*
- To recognise local issues, heritage values, character and amenity when considering the need for parking management schemes and their design in residential areas.*

9. Implementation of Parking Measures

The implementation of parking restrictions and controls can help improve traffic safety, access to property and residential amenity and can ration on-street parking to favour residents and short-stay visitors. Parking restrictions govern where and when

drivers are prohibited from parking, while parking controls establish places and times where drivers may park, subject to certain conditions. Both should be applied to complement each other. The parking restrictions and controls described below are the main methods for managing parking in residential streets.

9.1 Traffic Safety

“No stopping at all times” (NSAAT) markings prohibit parking to ensure parked cars do not unreasonably prevent the safe use of streets as thoroughfares for vehicles, cyclists and pedestrians. In situations where high levels of enforcement are required to maintain these minimum levels, NSAAT markings can be extended beyond the minimum levels, in consultation with local residents.

9.2 Access to Property

Education and enforcement is the preferred means for ensuring minimum clearances around vehicle crossings. Limit line markings to can be installed as necessary to maintain minimum clearances. In general, on-street parking should not be removed to improve clearance beyond the minimum level required.

9.3 Lack of On-street Parking for Residents & Visitors

Parking control schemes may be introduced into residential streets with the purpose of rationing on-street parking between competing groups. In this situation, the parking needs of residents with no or limited on-site parking and visitors are given a higher priority than the parking needs of commuters.

The form of parking scheme will vary with the intensity of the parking problem. Experience of parking levels suggests that access to on-street parking becomes more difficult once a level of 70% parking occupancy is reached. This threshold is applied as a guide for determining when parking control schemes should be introduced. Residential streets that consistently have parking levels less than this threshold will remain uncontrolled, apart from controls to maintain traffic efficiency and safety standards.

Two types of parking scheme have been defined once the identified parking occupancy thresholds are consistently exceeded:

9.3.1 Time-restricted parking zones, with exemptions for residents

Once the 70% parking occupancy threshold is consistently exceeded, the implementation of time-restricted parking zones will be considered to provide for the level of resident and visitor parking. The scheme must gain at least 50% acceptance from all households and businesses on the affected length of street.

The exemption permit allows a permit holder to be exempt from the time-restricted parking zones located in their street and is considered a privilege. The provision of exemption permits will be managed within the physical limitations set by the availability of on-street parking space and subject to exemption permit eligibility under section 11.3.1. Allocation of this space will be prioritised as follows:

- a. Residential properties without off-street parking (up to one permit each)
- b. Residential properties with off-street parking (up to one permit each)

c. Allocation of one additional permit per residential property without off-street parking.

As a general guide, the time restriction will be P60 near main roads or business areas or P120 elsewhere. The time-restricted zone will be segmented with lengths of uncontrolled parts of the street, and alternate by side of street. Where eligible households require an exemption permit, then the preference will be to locate time-restricted zones outside households without off-street parking.

This measure may be applied in residential streets where higher density residential developments (such as apartments, multi-unit dwellings, and terrace/town houses) are located. However, exemption permits would not be available for occupants of apartments and multi-unit dwellings except where these are scheduled historic buildings or located in conservation areas as defined in Auckland City's district plan.

9.3.2 Residents' only parking spaces and permit

Residents' only parking and the provision of 1 permit per eligible household (defined as households without off-street parking) will be considered in streets subject to very high levels of parking and located close to high parking demand generators. For the purpose of this policy, very high levels of parking are defined as 85% or more parking occupancy. Acceptance of the resident's only parking scheme will be based on permit purchase by at least 50% of eligible households without off-street parking. The remainder of the street will remain uncontrolled or combined with time-restricted parking if appropriate.

Apartments and multi-unit dwellings are not eligible for residents' only parking permits.

9.3.3 Establishment of residents exempt parking zones

Residential exempt parking zones may be established in residential areas where there are existing residential exempt parking schemes on contiguous streets and which are contained by clear physical boundaries, such as arterial roads or motorways or natural boundaries such as open space reserves. Clear boundaries are required to prevent residents commuting between residential areas.

The establishment of residential exempt parking zones allows permit holders to park in schemes located in neighbouring streets. This would increase flexibility for the permit holders to find a parking space in high demand periods. The establishment of residential exempt parking zones will be subject to existing consultation requirements.

9.4 Amenity, Heritage Values, Convenience & Visual Appearance

The level of on-street parking can lower the amenity of residential areas and detract from its visual appearance. However, it is recognised that residents' perceptions of the effects of on-street parking will vary depending on the existing density of residential development, availability of off-street parking, and the location of the street relative to commercial centres and district or regional arterial roads.

The need to conserve Auckland City's built character and heritage in inner city areas in the face of increasing redevelopment is a priority. This has highlighted the need to allow the provision of parking schemes to support the conservation of heritage dwellings located in high parking demand areas.

All parking measures identified in this policy will manage or reduce the level of on-street parking and indirectly help maintain the level of amenity, heritage values, visual appearance and convenience of residential streets. If the intensity of on-street parking exceeds the parking occupancy thresholds, then residents can support the introduction of an appropriate parking scheme. It is also important that minimum levels of service related to traffic safety and access to property are maintained.

9.5 Congestion around Schools

Minimum traffic efficiency and safety standards can be maintained on streets around schools through NSAAT markings and the extension of them where necessary. Time-restricted short-stay visitor parking (usually p5 to P30) can be implemented adjacent to schools to provide kerb-space for morning drop off and afternoon pick up. The introduction of appropriate parking schemes can be considered in adjacent residential streets that are subject to high levels of parking.

Schools are encouraged to review their internal traffic flows to develop traffic management solutions that separate vehicle, cycle and pedestrian flows. Initiatives such as Safety at the School Gate, Safe Routes and Walking Bus schemes are also encouraged with the aim of improving pedestrian and traffic safety around schools at peak times.

Where the spatial extent of parking and traffic conflicts around schools is significant, and involve the related issue of traffic speed then a Local Area Traffic Management Plan can be developed in consultation with local residents.

10. Procedure for Introducing Parking Schemes

The procedures for introducing parking schemes into residential streets are detailed in the guidelines below. The Transport and Roading Services Group (TARS) will be responsible for implementing the procedures. The key elements of the procedures are:

- a. TARS officers identify a parking problem in the residential street or respond to a resident's complaint. In general, requests related to traffic safety improvements or vehicle crossings can be responded to under current TARS procedures. All of these procedures may be applied to full or part streets as needed.
- b. Determine if the affected street meets the minimum parking occupancy threshold for introducing an appropriate parking scheme. TARS will investigate the location of the parking problem, its spatial extent, the period when it occurs, and its main causes. The quantity of private and public off-street parking in the vicinity should be taken in consideration. The potential impact of reducing the availability of on-street commuter parking will be assessed as part of the procedure.

- c. TARS decide to proceed or not with planning for the introduction of a parking scheme.
- d. Design a parking scheme based on surveyed parking demand for residents and/or visitors, the time period involved, and the amount of kerb-side available. The scheme will be designed according to operational guidelines for locating parking schemes.
- e. Consult Community Board Traffic Spokesperson, Business Associations and other community groups and modify proposal as necessary.
- f. Consultation is undertaken with residents (and businesses where necessary) on the affected length of street. In general, 50% support or more is required to introduce the scheme. All households and businesses consulted are advised of the outcome of consultation. If the scheme is supported, eligible households will be issued forms for applying for permits and advised of the timeframe for implementing the scheme.
- g. Qualifying streets are added to the schedule of approved Residents' Permits streets maintained by TARS and via resolution of an authorised delegate of Council. TARS will advise the relevant Community Board of updates to the schedule of approved streets.
- h. Legalisation of proposed restrictions according to traffic resolution approval procedures. This includes consultation with Traffic Spokespersons of Community Boards.
- i. Parking signs are installed (covered) prior to the commencement of enforcement to allow for the issue of warning notices to vehicles parked on-street and processing of permits, if applicable.
- j. Once in operation, enforcement of the scheme will be sufficient to achieve the target level of compliance as stated in operational standards. Parking occupancy and utilisation of time-restricted zones will be monitored on a regular basis, with adjustments to time-restricted zones to ensure they reflect actual parking demand as required. Monitoring will also consider the effects of dislocated parking.
- k. If parking occupancies or permit application levels drop to less than 50% of introduction thresholds over a continuous 12-month period, schemes will be reduced in size and ultimately cancelled.

11. Eligibility for Permits

Clause 25.8 of the Auckland City Consolidated Bylaw 1998 provides for residents' parking. It allows the Council to authorise residents only parking areas, the issue of valid permits for this purpose subject to conditions, and that specific time-restrictions do not apply to vehicles displaying a valid residents' parking permit.

Residents' permits are a mechanism for providing improved parking amenity for qualifying residents in areas where other parking demands limit availability. Criteria for eligibility for residents' permits apply once a residential street has been recorded

as exceeding the identified on-street parking occupancy thresholds. The details for obtaining residents exemption permits or residents only permits are contained in the guidelines. The key elements are:

11.1 Eligibility

Residents eligible for permits will include:

A resident who resides in the street/area designated for the parking scheme, lives in an eligible household (defined as a single unit dwelling) and who owns or has sole use of a car.

- A single unit dwelling is a stand alone dwelling unit not joined to another, with single title or a cross lease title or on a subdivided section.
- In addition to the above, a resident who resides in a multi-unit dwelling that is a scheduled historic building or located in a conservation area as defined in Auckland City's district plan, and without off street parking.
- Where an alternative designated street is, for all intents and purpose, the primary street access for a particular property and not the street address (such as a corner site or rear access site), then the owner of the property may request that the permit be issued for the alternative street.
- Where the demand for on-street parking by eligible households exceeds the availability of on-street parking space, the allocation of exemption permits will be prioritised as set out in section 9.3.1.
- For residents' only schemes eligibility is restricted to single unit dwellings without offstreet parking with a maximum entitlement of 1 permit or existing permit holders who live in multi-unit dwellings. The resident only scheme will be reviewed in 2007 with the view to phase the scheme out and replace it with the residents exempt scheme.

11.2 Ineligibility

Residents ineligible for permits will include:

- Residents of apartments, multi-unit dwelling, and terrace/town houses (where dwellings units are not stand alone and the land on which they are located is not subdivided and the dwellings do not have separate title).
- Residents with vehicles that fill more than one standard park space.
- Businesses located in residential streets (but does not include home-based businesses).

Higher density residential developments such as apartments and multi-unit dwellings are not eligible for parking permits for the following general reasons:

- They create a intensity of parking demand that cannot be met by on-street spaces and anomalies in equity within individual buildings,
- Since 1987, developers of high density residential developments are required to provide sufficient off-street parking space according to District Plan requirements,

- High density residential developments are generally located near public transport routes; major centres; arterial roads and in areas that can accommodate the additional level of development,
- It is approved Council policy to review existing residential only parking schemes for apartments and multi-unit dwellings in the Central Area and surrounding residential areas in 2007.

11.3 Issuance of Resident Parking Permits

There are two types of parking permits, resident's exemption permits and residents' only permits. Residents' exemption permits allow permit holders to be exempt from the time-restricted parking zones located in their street. Residents' only permits allow permit holders to park in designated residents' only parking zones. In both cases, a permit does not guarantee the availability of space.

11.3.1 Exemption Permits

- Up to two permits issued per single unit dwelling without off-street parking that meets the eligibility requirements, subject to the availability of on-street parking space and the priority allocation of exemption permits set out in section 9.3.1,
- One permit issued per single unit dwelling with off-street parking that meets the eligibility requirements, subject to the availability of on-street parking space and the priority allocation of exemption permits set out in section 9.3.1,
- One permit issued per multi-unit dwelling without off-street parking that meets the eligibility requirements, subject to the availability of on-street parking space and the priority allocation of exemption permits set out in section 9.3.1,
- Residents with valid permits may park in any legal parking spaces in the street including those time-restricted zones with permit holder's exempt signs,

11.3.2 Resident Only permits

- One permit issued per single unit dwelling without off-street parking and meets the eligibility requirements. Note that no new residents only schemes will be established and existing schemes will be reviewed in 2007 with the view to phase the existing resident's only schemes out and replace it with residents exempt schemes.
- The permit may only be used for parking in designated residents' only parking zones.

11.3.3 General Provisions

The following provisions apply for both types of permits:

- Issued to a resident (residing in the street) only.
- Residents must provide proof of residency by providing a copy of a document that clearly shows that the resident lives at the said address (tenancy agreement, rent receipt, power bill, etc).
- All permits valid from date of issue until marked expiry date,
- Permit issued to one vehicle only (identified by make, model, colour and registration number).
- The vehicle must be owned and registered by the resident or in the case of a loaned or assigned car a letter of authority provided by the registered owner.

- No permits are issued for vehicles taking a parking space larger than one standard vehicle.

11.4 Permit Fees

The Local Government Act 1974, allows the Council to charge fees for residents' permits that do not exceed the reasonable cost to the Council involved in granting a permit, the collection of the fees or otherwise in relation to the reserving of the parking place. The Council will charge a fixed fee based on the reasonable cost recovery of the permit process, infrastructure installation and maintenance, which will be reviewable on an annual basis.

12. Mobility Parking Permit Scheme

The Mobility Parking Permit Scheme allows permit holders to park in designated Mobility Car Parks and provide concessions for parking in time-restricted zones and metered spaces. The Scheme is administered nation-wide by CCS and provides permits for people with a temporary or permanent disability or condition that restricts their mobility. TARS can also install additional designated 'Mobility' parking spaces where demand for on-street spaces is high, eg adjacent to Pensioner Housing.

The Scheme is considered an appropriate mechanism for meeting the parking needs of residents on compassionate grounds who do not meet the eligibility criteria of the various parking schemes outlined in this policy.

13. Monitoring Achievement of Objectives & Policy

The achievement of the policy will be measured by the degree to which the objectives are achieved. The measures are set out in the following table:

Objective	Measure
a. Consistency with City and Regional strategies	Compliance with the following strategies: <ul style="list-style-type: none"> • Regional Land Transport Strategy • Regional Parking Strategy • Auckland Regional Council Traffic Demand Management Strategy • Auckland City Strategic Plan • Auckland Isthmus Parking Policy
b. Balancing accessibility needs d. Minimising adverse effects on businesses e. Local issues - character, amenity	<ul style="list-style-type: none"> • Report the outcome of parking occupancy surveys before and after the introduction of parking schemes. • Report the outcome of any resident perception surveys regarding parking availability after the introduction of the parking scheme. • Report on the outcome of regular business surveys.
c. Safety	<ul style="list-style-type: none"> • Number of collisions with parked vehicles in residential areas as reported in LTSA traffic safety report. • Number of school-based safety initiatives implemented.

