Te Kaunihera o Te Hiku o te Ika
Far North District Council

HE ARA TĀMATA
CREATING GREAT PLACES
Supporting our people

Te Rautaki Tūnga Waka o Te Kaunihera o Te Hiku o te Ika
Right Space, Right Place

Far North District Strategic Parking Policy

August 2026

Background

Effective parking management is crucial for supporting economic vitality, social inclusion, and accessibility in the Far North District, particularly considering population growth, aging demographics, and evolving transport technologies.

Parking plays a vital role in the District by enabling residents and visitors to access commercial centres, retail precincts, and essential social and recreational services. Parking supports local businesses, encourages participation in community life, and contributes to economic vitality and social inclusion.

This parking policy provides a strategic framework for managing parking supply, prioritising parking uses, and integrating future transport and environmental goals. This Policy will guide the Council and the public on decision making matters relating to the control and management of parking in the Far North District.

Council will adopt the provisions of this Policy when it prepares other policies, strategies and plans or specific developments that affect parking.

Application

Council is responsible for managing public parking across the district, including supply, enforcement, and strategic planning. This Policy provides a consistent, best-practice framework to guide planning and operational decisions so that parking supports accessibility, safety, climate goals, and the district's long-term development. It applies to all Council-owned or managed parking on public or private land. Privately owned parking is addressed through District Plan requirements for design. Accessible parking supply is determined by the Building Act 2002.

Definitions

The following definitions apply to this Strategic Policy:

Electric vehicles	Motor vehicles that are partially or fully powered with electric power.
Enforcement Officer	A person who has been appointed as an Enforcement Officer by the Council under the Local Government Act 2002 or a person who is an Enforcement Officer under the Land Transport Act 1998.
Kerbside	The area of the road beyond the kerb that is commonly used for carparking, bus stops, vehicle pick-ups and drop offs, or loading and unloading of goods.
Grass berm	The area of footpath which is laid out in grass.
Grass verge	The area of public road that includes grassed, paved or other landscaped areas.
Long-stay parking	Refers to all-day parking for town centre workers.
Micro-mobility	Small lightweight transportation vehicles that are usually have one user and tend to operate at speeds below 25km/h.
Off-street parking	Refers to parking that is usually located in designated public car parking areas such as multi-level parking buildings or ground level parking sites.

On-street parking	Refers to parking that is on the street (kerbside) adjacent to the footpath, this can be either parallel, perpendicular or angled parking.
Parking Warden	A person appointed to hold the office of parking warden appointed by the Council under Section 128(d) of the Land Transport Act 1998.
Pedestrian amenity	Refers to the features of a place or building that are aimed at pedestrians.
Place making	The multi-faceted and collaborative process of planning and designing a public space for use by a community.
Priced parking	The application of parking fees to parking facilities as paid for by the motorist.
Short-stay parking	Refers to parking durations of less than two hours for shoppers/ visitors.
Smart parking	Smart parking utilises technology-based software and hardware to manage and monitor parking to aid in the more efficient use of parking spaces.
Transport mode	Transport mode refers to the method or means by which people or goods move from one place to another. Common transport modes include: • Private vehicles (e.g. cars, motorcycles) • Public transport (e.g. buses, trains, ferries) • Active transport (e.g. walking, cycling) • Shared transport (e.g. taxis, rideshare services) • Freight transport (e.g. trucks, rail, shipping) Each mode has different implications for infrastructure, accessibility, environmental impact, and urban planning.
Urban design	Refers to the process of designing and shaping the physical features of urban environments and planning for services infrastructure.

Legislative Context

Under the **Land Transport Act 1998** Council is the road controlling authority for local roads in the Far North and is responsible for regulating parking.

The Policy aligns with national and regional transport strategies, climate change goals, and council priorities, aiming to balance parking supply with emission reduction and community needs. It supports equity, addresses automobile dependency, and plans for population growth.

Objective

Objectives of the Parking Policy include:

- Assisting the council to ensure consistent best-practice parking management throughout the Far North District
- Supporting equity
- Addressing automobile dependency
- Supporting climate change and public spaces policy
- Future proofing population growth, economic development, and infrastructure development
- Determining if parking time limits and fee structures are required and how these will be set
- Determining if the use of technology, such as CCTV, is required
- Determining what resources will be required to monitor and enforce the Policy
- Ensuring compliance with NZ Transport Agency Waka Kotahi Guidelines
- Supporting the Parking Bylaw
- Guiding potential amendments to the District Plan, Engineering Standards, and the Parking Bylaw.

Section 1 – Parking Prioritisation

1.1 Allocation of Parking

Parking in residential and commercial areas becomes a problem when the growth of a centre requires a level of carparking that spills out from town centres and commercial areas into residential streets. Future decisions may need to be made on how to reduce the impact of parking on residential areas.

1.1.1 Council will use the decision-making hierarchy in Schedule 1 to allocate parking spaces and determine parking types that will take priority in town centres and key commercial/retail areas.

1.1.2 Council will use the decision-making hierarchy in Schedule 2 to prioritise parking and determine parking types that will take priority in commercial or industrial zones.

1.1.3 Some variations to this hierarchy may occur for the scenarios listed in parts 8-14 as a result of any specialist responses that may be required.

1.1.4 The application of the road prioritisation hierarchy to strategic and arterial roads within the Far North District will be assessed on a case-by-case basis so that parking management does not compromise their use as key transport corridors and/or exacerbate the potential for congestion. However, where these roads pass through town centres, consideration will be given to applying the road prioritisation hierarchy as appropriate.

1.1.5 Council will use the decision-making hierarchy in Schedule 3 to prioritise parking in residential zones.

1.2 Creating new parking spaces

1.2 When making decisions to create new parking spaces, Council will:

- give high priority to existing property access in all environments because of legal obligations to maintain existing access to vehicle crossings, including accommodating vehicle movements along streets to access properties.
- give high priority to footpaths in all environments because they are required for people to move around safely and easily.
- only create new spaces where the evidence of demand cannot be addressed by either changing existing spaces or promoting other transport modes.
- allocate spaces to uses that are higher in the parking prioritisation hierarchy (Schedule 1) first, so long as there is demand for that use in the area where the spaces are being created.
- avoid creating parking spaces on arterial roads, because movement of people and goods (especially by public transport and active modes) is a higher priority to facilitate the flow and access to and from urban areas.

Section 2 – Parking supply investment

Council may consider investment into additional parking infrastructure where there is not enough supply to meet existing demand and where other alternatives have first been explored to maximise parking efficiencies, such as reviewing parking restrictions or our stance on priced parking.

2.1 Council will consider the criteria in schedule 4 before investing in additional parking supply.

Section 3 – Changes to parking supply

3.1 When making decisions to change existing parking spaces, including removing any space, the Council will:

- Respond to data regarding demand for parking uses; where data shows a change in demand, space can be reallocated if the demand is for a use higher in the hierarchy (Schedule 1) than the existing use
- Ensure variety and flexibility in use by providing for a range of parking types and restrictions that is responsive to the dynamic nature of demands
- Ensure other transport modes/alternatives are available to encourage mode shift

- Encourage use of other transportation modes
- Give priority to the main use or activities in the environment, e.g. in commercial activity centres (CBDs) or industrial areas the highest priority is for vehicles serving those uses that will need loading zones
- Ensure the identified area is an ideal location for the repurposed activity
- Ensure the repurposed activity better caters to a current need or demand
- Ensure the repurposed activity has no adverse effect on the existing road network and the utilisation of adjacent parking
- Ensure the repurposed activity has no adverse effect on road and pedestrian safety.

Section 4 – Divestment of off-street parking land

4.1 Divestment of off-street parking land

Council owns and manages a range of off-street carparks that are crucial components of the overall public parking supply within the Far North District. If there is an issue of a future oversupply and/or changes are required in parking locations as a result of developments or strategic transport upgrades and initiatives, Council may wish to divest existing carparks.

4.1 In addition to Council's statutory obligations and policy requirements relevant to divestment of Council land, Council will consider the following criteria before any divestment of off-street parking is undertaken:

- Whether the remaining supply will be sufficient to support current and future (in the short term) levels of demand, recognising seasonal variations
- Strategic alignment, including whether continued ownership and use of the land for parking supports adopted spatial plans, transport strategies, parking management plans or other relevant Council strategies, plans, and policies.
- Availability of alternative access, including proximity to high use public transport options, walkability to key destinations, and the practicality of alternative parking options.
- Impacts on economic and community activity, including effects on adjacent businesses, town centre vitality, community facilities, and events.
- Accessibility considerations, particularly impacts on people with limited mobility or older populations, and the provision and retention of sufficient mobility parking.
- Financial and asset management implications, including ongoing costs associated with maintaining and holding the land compared to alternative uses.
- Council developments that may require the strategic relocation of existing facilities and associated parking requirements.
- Opportunities for higher value or more strategic land use, where retaining land for parking may not represent the best long-term outcome for the community.

4.2 Parking implications of Council becoming a Tier 3 local authority

With the adoption of the Te Pātukurea – Kerikeri-Waipapa Spatial Plan, Kerikeri-Waipapa is now classified as an urban environment, and Council has become a Tier 3 local authority under the National Policy Statement on Urban Development 2020 (NPS-UD).

4.2 The Council will work through the parking implications of becoming a Tier 3 local authority

(Further information can be found in the Supporting Document).

Section 5 – Parking restrictions

Council will use public parking restrictions as a method to influence travel behaviour and decision making, both in the time of travel and the mode.

In areas of high parking demand, encouraging vehicle turnover is important to making the most efficient use of dedicated car parking space.

5.1 Time limits

Time limits on public parking are one of the tools Council may use to influence travel behaviour both in terms of when people travel and the mode of transport they choose. In areas where parking demand is high, encouraging turnover is essential to making the most efficient use of limited parking space. The goal is to ensure that parking spaces are well used but not constantly full, supporting both efficiency and fairness in access.

5.1 When the parking performance of a designated parking area regularly exceeds 85% occupancy, Council will assess the situation to determine the most appropriate time restrictions that may apply.

5.2 Paid parking

Paid parking is managed through meters or ticketing systems and is used to influence travel behaviour and manage demand.

5.2.1 The Council may consider applying paid parking during peak time, seasonal periods, or special events, where demand spikes. Peak and off-peak pricing could be used to reflect variations in demand throughout the day or due to season.

5.2.2 Revenue from paid parking will be reinvested into costs that provide and maintain parking and parking management within the Far North district.

5.2.3 If introduced, the Council will use the following principles for paid parking:

- Apply demand-responsive paid parking where prices are adjusted according to the demand for parking in a specific area, i.e. high demand areas attract higher prices, and lower demand areas lower prices. As a result, prices can change gradually in areas over time. A daily rate will be available at a nominated fixed price.
- Paid parking per hour/day fees will be set to maintain occupancy at the desired percentage within a given area, i.e. a maximum 85%. The prices and any adjustments to these will be market driven and not revenue driven. Generally, prices will be set as low as possible in order to reach the desired occupancy levels and to ensure availability of parks for those who need them.
- Fees will be set at a level that retains the appeal of the Far North District as a destination, particularly the town centre shopping areas.
- Fees will be set at a level that takes into consideration the costs associated with providing the parking and undertaking enforcement.
- Paid parking can be applied with or without time limits.
- For areas that experience wide variances in demand across the day, peak and off-peak parking charges may be applied.
- On special event days, prices may be adjusted from their usual levels to better manage anticipated parking demand levels.
- Generally, short-stay visitor parking will be prioritised over all-day parking through appropriate pricing.
- The illegal use of paid parks will be subject to parking fines enforcement.
- The parking fines schedule will be available on the Council's website.

5.2.4 Council will consult with the community before introducing paid parking, as per section 82 of the Local Government Act 2002.

5.3 Trigger points for new parking controls or interventions

5.3 The Council will use the table in Schedule 5 to assess trigger points when new parking controls or interventions are required.

5.4 Other parking restrictions

5.4 The Council will consider the principles in Schedule 6 when considering other parking restrictions to manage and control the use of public parking space.

5.5 Parking occupancy assessment

It is important that Council ensure that car parking and the restrictions enforced in parking areas remain fair and fit for purpose.

5.5 The Council will undertake annual parking occupancy assessments to ensure:

- the appropriate quantity of required parking in the district
- parking restrictions in the district remain at appropriate levels
- seasonal areas in the district are measured at their peak and their low points to understand how restrictions may need to change according to different times of the year.

(Further information on parking restrictions can be found in the Supporting Document).

Section 6 – Parking demand in non-town centre employment or retail/ business locations

There are significant non-town centre employment areas or retail/businesses within the Far North District that require parking management to better utilise supply during peak operational hours.

6.1 The Council will manage parking demand in non-town centre employment or retail/ business locations in the following ways:

- Apply the relevant parking management policies listed in this document to manage parking demand.
- Short-stay visitor parking will generally be prioritised over all-day parking (depending on the mix of businesses/services operating in these areas).
- Council will, where appropriate, deter all-day parking in key shopping/service areas through the application of time restrictions and enforcement.
- Consideration will be given to the supply of additional parking as per the criteria at Policy 1.2.
- Prioritise public transport service and infrastructure upgrades, where the service already exists or is proposed.
- Prioritise alternative transport mode parking infrastructure, where safe and appropriate to do so.
- Prioritise and provide for safe pedestrian walking thoroughfares to all-day (non-restricted) public parking areas.

Section 7 – Managing parking demand for events, sports or cultural locations

Sports, event and cultural facilities play an important role in the Far North District by providing social, cultural and recreational outlets for the community. This includes parking around schools, sportsgrounds, campgrounds, maritime facilities, and high-demand tourist areas. Demand for access to these areas can result in parking pressures during peak operational hours.

7.1 The Council will manage parking for events, sports or cultural locations in the following ways:

- Apply the relevant parking management policies listed in this document in order to manage parking demand.

- Provide for a mixture of time restricted and unrestricted parking to cater for proposed use/ visitation scenarios.
- Consider advocating for more public transport exposure/coverage in these areas.
- Prioritise alternative transport mode parking infrastructure at these locations.

Section 8 – Managing parking demand in park and ride locations

Council does not currently have any park and ride locations within the Far North District. However, this may become a possibility in the future. Park and ride locations could help facilitate the use of community and public transport for journeys connecting various centres in the Far North District.

8.1 The Council will consider managing parking demand at park and ride locations as follows:

- Apply the relevant parking management policies listed in this document.
- Prioritise public transport and carpooling parking.
- Prioritise alternative transport mode parking infrastructure.
- Parking may be a mixture of time restricted and unrestricted parking to cater for proposed use/visitation scenarios (i.e. short stay versus all-day parking) depending on the carpark's use.

Section 9 – All-day parking

All-day parking is available on the periphery of the town centres but there is demand for long-stay parking in core locations. Town centre parking will generally be prioritised for short-stay purposes (two hours or less) to ensure large scale community and visitor access to town centre services. However, Council may consider the application of long-stay parking in some central areas of low demand or where there is a demonstrable need and a specific opportunity to implement this parking without adversely impacting the short-stay supply.

9.1 The Council will manage all-day parking in our towns as follows:

- Consider the inclusion of some all-day parking options within any multi-level parking building developments where Council is a development partner.
- Generally, long-stay public parking will be prioritised over short-stay parking in key industrial employment areas where there is an absence of goods/service retail establishments.
- All-day parking will be prioritised in residential areas on the periphery of the town centre where residential properties have access to off-street parking. Careful consideration of the extension of any town centre time or pricing restrictions into these areas must be undertaken before any restrictions are applied.

Section 10 – Parking buildings

Currently, there are no parking buildings in the Far North District.

Off-street ground level parking takes up important town centre land that could otherwise be utilised for additional business or community infrastructure that might better serve the needs of the community. Town centre land can also be highly desirable and in limited supply (such as in Kerikeri/Waipapa) meaning Council must explore the ways it can provide adequate parking within the confines of current or available resources.

Off-street parking buildings can resolve some of these issues through the provision of bulk supply for a range of parking requirements across multiple levels meaning smaller land parcels can be utilised to meet projected parking targets.

In considering parking buildings within the region, parking requirements would need to be prioritised for any multi-level parking building developments that Council may be involved in.

10.1 The Council will consider managing parking buildings in the district as follows:

- Prioritise short-stay visitor/shopper parking over long-stay/all-day parking for most parks.
- Consider provision of some long stay/all-day parking on upper levels but apply priced parking to these carparks.
- Consider the application of priced parking generally throughout the building to help manage parking demand and to fund and/or recover the infrastructure costs.
- Prioritise an appropriate level of mobility parking in the lower levels.
- Prioritise alternative transport mode parking (bicycles/micro-mobility) in the lower levels.
- Consider supporting and adopting smart parking technology systems to improve the monitoring and management of parking stock and to promote the parking options to users, potentially reducing vehicle circulation on proximity streets.
- Ensure good development design outcomes to ensure the building integrates well with the urban form and character of its location.

Section 11 – Parking on berms, verges or footpaths

The Far North District Council's Parking Bylaw 2019 provides controls for parking on footpaths but currently does not apply these for grass verges and berms. Further regulation to parking on grass verges and berms will require an amendment to the Parking Bylaw.

11.1 Parking is not permitted on paved/ landscaped footpath areas generally within the Far North District.

11.2 The Council will consider managing parking on grass berms, verges or gardens in residential areas, via the Parking Bylaw, as follows:

- Consider whether parking on grass berms, verges or gardens in residential areas may be restricted.
- Consider whether parking is generally restricted on grass verges or berms in all other areas if it is likely to cause damage or is an obvious safety hazard.

Section 12 – Parking on strategic or arterial roads

The Far North District accommodates key strategic and arterial roads that are critical for the efficient movement of goods and people across and through the district. While these roads traverse rural areas of the community, many also intersect with key commercial and residential areas meaning there is more demand on road space at these critical intersection points.

Please note: Waka Kotahi is the road controlling authority for most strategic and arterial roads in the Far North District.

12.1 The Council will manage parking on strategic or arterial roads on a case-by-case basis, although generally parking will be applied as follows:

- To manage parking demand in areas where strategic or arterial roads intersect with town or key activity centres including those in residential or industrial areas, Council will follow the road prioritisation tables, principles, and criteria outlined in schedules 1-6.
- Special consideration will be given to ensuring the utilisation of these roads as key transport/ travel/access corridors is not adversely impacted (speed or time) by any parking interventions (except, where appropriate, in town centre environments).

- Parking may be removed where it impacts on the road's capacity to carry the maximum number of goods/services/passengers over the course of a day, especially during peak times or if parking causes safety or access issues.

Section 13 – Parklets

Parklets are non-permanent areas constructed in on-street carparks that are designed to increase pedestrian activity in urban areas. They can be used for alfresco dining, seating, and providing space and opportunities to introduce greenery and design features to urban walkways.

Parklets are a way for Council to help the community to maximise space available to businesses and the public that patron these businesses. It is identified in the parking occupancy study that there are areas of low parking use that may benefit from the use of parklets for the community.

Guidelines have been developed to support Community Boards when considering an application for a parklet (for more information please see Guidelines for Assessing Parklet Applications). In reaching a decision on a parklet, careful thought must be given to a variety of issues and perspectives, to ensure the parklet decision is robust and serves to support the community at large.

13.1.1 Council will, through recommendation from the Community Boards, approve the installation of parklets considering the principles in Schedule 7.

Section 14 – Parking performance monitoring

A critical aspect of parking management is in maximising efficiencies within existing parking stock to ensure optimal occupancy - making the best use of land resources while ensuring people can find parks. Surveying has traditionally helped Council to assess whether existing supply is sufficient to meet demand, the condition of current parking stock, and to determine the best type of parking required to manage demand. However, smart parking technology could also be utilised for its effectiveness in supporting regular monitoring and management of public parking.

14.1 The ongoing performance monitoring of parking will be approached in the following ways:

- Prioritise a triennial review of district parking restrictions to ensure current restrictions are appropriately managing parking demand and reaching the required coverage areas.
- Prioritise the completion of biennial parking surveys of Kaitāia, Kerikeri, Kaikohe. Kawakawa. Paihia, Russell, and Mangōnui, with the support of specialist transport consultants to assess parking supply, occupancy, turnover and duration of stay, and to provide parking data from which to base future parking related decisions.
- Consider supporting and adopting smart parking technology systems to improve the monitoring and management of existing parking stock.

Section 15 – Parking enforcement

Parking enforcement is an important way of managing public parking demand in a fair and equitable way.

15.1 The Council will manage parking enforcement in the Far North District through:

- The enforcement of time restrictions and/or the application of priced parking to help with parking turnover so that parking is kept within desired occupancy levels.
- Ensuring parking enforcement primarily being monitored and managed through the efforts of the Council's parking enforcement or parking warden staff. Local enforcement includes: the monitoring of

public parking areas and restrictions (including mobility spaces, loading zones and bus lanes) to ensure compliance.
- Ensuring the illegal use of public car parks will be subject to parking fines enforcement, and unwarranted or unregistered vehicles will be subject to the relevant infringement notices.

Section 16 – Parking technology

The Council recognises the value of modern parking technology to improve parking management, collect accurate data, and address public concerns.

16.1 Technology Investment

16.1 Before investing in new Parking technology, the Council will identify specific challenges and prioritise systems that integrate seamlessly with other platforms. Collaboration with neighbouring councils may support consistency, especially for tourism and maintenance.

16.2 Parking monitoring and management technologies

16.2 To maximise the benefits of any new parking technologies benefits, the Council will invest in interoperable systems across payment, enforcement, and data platforms.

16.3 Public engagement regarding new parking technologies

16.3 The Council will clearly communicate the purpose and function of new technologies to build public understanding and trust.

Section 17 – Parking awareness

The Council is committed to improving public understanding of parking options and rules across the Far North District through clear signage and accessible information. Effective communication helps reduce time spent searching for parking and supports better compliance.

17.1 To support public understanding of parking options and rules, the Council will:

- Regularly assess parking signage during enforcement operations to ensure it remains clear, current, and relevant
- Install wayfinding signage in strategic locations to help residents and visitors locate parking options
- Adopt smart digital signage where smart parking systems are implemented, providing real-time parking availability and reducing unnecessary vehicle circulation
- Maintain up-to-date parking information on the Council website, reviewed regularly for accuracy.

Section 18 – Parking management plans

Parking management plans outline parking management responses for specific locations or areas. They can respond to known or future parking issues, as well as wider urban design and transport outcomes.

18.1 Parking Management development

18.1 The Council will support the development of parking management plans in accordance with the following:

- Prioritise the creation of parking management plans for the Kaitāia, Kerikeri, Kaikohe, Kawakawa, Paihia, Russell, and Mangōnui town centres that assess key parking issues and provide short, medium and long-term recommendations to address these.

- Parking management plans for other locations will be assessed on a case-by-case basis and specific plans created as needed.
- Parking management plans should include a general assessment of the current parking supply and occupancy data; any known or anticipated parking problems; any parking related requests and feedback from the community; consider existing town centre plans for their urban design and development outcomes; and any district or regional transport projects of relevance.
- Prioritise the triennial review of all parking management plans by Council staff.

18.2 Parking management approach in town centres

18.2 When making decisions about parking planning and management in town centres or central business districts, the Council will:

- give priority to streetscape improvements over parking because these areas generally have higher footfall, better public spaces, and more 'people activity', so amenity is of a higher importance.
- ensure the most desirable spaces in urban areas are managed to favour more attractive uses or amenities than parking.
- find ways to make the most use of valuable street space, including repurposing car parking to another use such as e-scooter parking, or general parking could be converted to Pick Up Drop Off outside high-use areas.
- where there is a trade-off required between movement and place, give precedence to place so that people can slow down, enjoy the environment, and spend time or money because this will contribute to higher levels of amenity that are critical to the success of the CBD.
- enable parking to serve multiple types of users so that it can accommodate variations in demands associated with different activities.
- give low priority to parking for staff and loading on all roads because staff parking and loading should be accommodated on site by the business in the first instance.
- consider inclusive access: public car parking should be allocated preferentially to serve different parking needs so that all members of the community are able to access amenities fairly.

18.3 Parking management in residential areas

18.3 When making decisions about parking planning and management in residential zones, the Council will:

- in non-arterial environments (e.g., local residential streets) prioritise pedestrian movement, then car parking is prioritised over maximising vehicle movements (on-street parking can help keep traffic speeds low as road space reduced and creates side friction effect), because, after property access and pedestrian movement has been provided, these roads are not intended for the large through movement of vehicles, and parking provides more benefits to the community
- give priority to parking for short-stay and residents.

18.4 Spill-over parking management

Spill-over parking often results from a change in commuters parking patterns or one-off situations such as peak shopping season and events.

18.4 Spill-over parking will be managed by the Council, through:

- Overflow parking and special event parking management plans: this could include temporary park and ride, free or validated public transport for events and signage.
- Residents parking permits: a useful interim solution to addressing resident's concerns.
- Shared parking can be used for special events, or on an on-going basis.
- Parking brokerage services can help to connect businesses with spare parking to those who need extra parking.
- Consideration should be given to the need for spill over parking management and the best ways to manage this on a day to day and one-off special event basis.

18.5 User information/ signage

User information for parking is put in place to help facilitate knowledge of parking options, reduce infringements, and reduce parking search times.

18.5 Council will ensure that information will be available on the location and regulations of the existing parking. This is particularly important for mobility parking.

Section 19 – Monitoring, Implementation and Review

19.1 Monitoring and Data Collection

Regular data collection is essential to maintain optimal parking occupancy levels between 70–90%, ensuring availability without oversupply. Performance-based pricing will be used to achieve approximately 85% occupancy, leaving one or two spaces free per street segment. This approach supports efficient use of parking and helps maintain access for shoppers and visitors, enhancing local economic activity.

19.1.1 To ensure parking policies remain relevant and effective; the Council will undertake a formal review every five years and update the Policy as needed.

19.1.2 Time limited parking will be adjusted based on demand:

- High demand (greater than 85% occupancy): Introduce or decrease amount of time limit of parking
- Low demand: Maintain current time limit, consider increasing the time limit, or remove the time limit.

19.1.3 Priced parking will be adjusted based on demand:

- High demand (greater than 85% occupancy): Introduce or increase pricing
- Low demand: Maintain free or low-cost parking
- Right price: The lowest price that maintains efficient occupancy, which may vary by location, time of day, and day of the week
- Time of year: Summer periods will have higher demand for parking due to NZ holidays and tourism.

19.2 Spillover Parking

Residential areas will be monitored for commuter spillover parking.

19.2 If issues arise regarding commuter spillover parking in residential areas, the Council may respond with enforcement, technology, or policy changes to protect residents and manage traffic impacts.

19.3 Technology and Enforcement

Improved data collection and enforcement tools will support ongoing monitoring and incremental improvements.

19.3 Council will report findings regularly and adjust time limits or pricing structures as needed.

Schedule 1 – Allocation of parking spaces

Table 1: Parking prioritisation hierarchy for town centres and key commercial/retail areas (order high to low)

		Considerations		
Order	Town Centre or Key Commercial/Retail Areas	Residential	Rural	Industrial
1	**Pedestrian amenity**	Existing property access	Efficient movement of goods and people	Existing property access
2	**Urban design and place making**	Pedestrian amenity	Existing property access	Efficient movement of goods and people on the roads
3	**Existing property access**	Residents parking	Urban design, amenity and place making	Loading zones
4	**Mobility parking**	Long-stay parking	Parking	Pedestrian amenity
5	**Short-stay parking**	Urban design and place making		Bus parking/ stops
6	**Cycle & micro-mobility parking**	Efficient movement of goods and people on the roads		Cycle & micromobility parking
7	**Bus parking/stops**	Bus parking/stops		Long-stay parking
8	**Loading zones**	Cycle & micro-mobility Parking		Short-stay parking
9	**Taxi parking/stops**			
10	**Efficient movement of goods and people on the roads**			
11	**Long-stay parking**			

Schedule 2 – Parking allocation in commercial or industrial zones

Table 2: Parking prioritisation hierarchy for commercial and industrial zones (order high to low)

		Rationale
1	**Loading zones**	Loading zones serve an important function by facilitating the delivery of goods to centres, commercial areas, and industrial areas.

2	**Mobility parking**	Adequate provision of mobility parking that is well located, accessible and safe is crucial to enable people with disabilities to access amenities.
3	**Pick Up Drop Off**	To allow anyone to park for a short time, e.g. five minutes, to quickly pick something or someone up.
4	**Public transport**	Commuter style vans take up relatively little space and are important to making these travel options safe and attractive.
5	**Motorcycle**	Motorcycles require less space than cars, take up less space on the road and therefore have less impact on traffic congestion and air pollution.
6	**Taxi and ride hail**	Small passenger services, including taxis, shuttles, private hire vehicles, and ride-hailing services like Uber, provide essential transport for people who cannot drive, walk, cycle, or use public transport. These vehicles can use dedicated taxi stands, which should be located away from bus stops, mobility parking, and loading zones to prevent spillover and ensure access for all users.
7	**Electric vehicle charging**	Electric vehicles have a lower carbon footprint than combustion vehicles and do not emit “at point” air pollution.
8	**Cycle parking**	Requires less space than cars, and cycling reduces traffic congestion, has a lower carbon footprint, and is good for people’s health.
9	**Parking for car-sharing schemes**	Car sharing contributes to lower car ownership and vehicle kilometres travelled, allows the flexibility for people to commute by public transport and active modes, and provides an equitable transport option for those who cannot afford to own a car.
10	**General public**	Other vehicle parking spaces are time restricted or charged for to ensure fair and equitable use and appropriate occupancy rates.

Schedule 3 – Parking allocation in residential areas

Table 3: Parking prioritisation hierarchy for residential zones (order high to low)

		Rationale
1	Parking for car-sharing schemes	Car-sharing schemes contribute to lower car ownership and vehicle kilometres travelled, allows the flexibility for people to commute by public transport and active modes, and provides an equitable transport option for those who cannot afford to own a car
2	Public transport	Commuter style vans take up relatively little space and are important to making these travel options safe and attractive
3	Electric vehicle charging	Electric vehicles have a lower carbon footprint than combustion vehicles and do not emit “at point” air pollution
4	Motorcycles	Motorcycles require less space than cars, take up less space on the road and therefore impact less on traffic congestion and air pollution

		Rationale
5	Taxi and ride hail	These vehicles serve more people and provide access for some people who cannot drive, catch public transport, walk, or cycle. Taxi stands should not be located adjacent to bus stops, mobility parking or loading zones, to avoid spill over parking into these areas. Taxi, shuttle, private hire vehicle and ride hail services (Uber etc) are all classed as small passenger services. All these vehicles can use dedicated taxi stands
6	Mobility parking	This use should be provided for on private property, but in zones where off-street parking is not adequate, provision of mobility parking is crucial for people with disabilities
7	Cycle parking	This use should be provided for on private property, but in zones where off-street parking is not suitable, space for cycles will reduce traffic congestion, have a lower carbon footprint, and be good for people's health
8	Loading zones or pick up drop off	Less important, but if there is demand in a particular zone, spaces to allow anyone to park for a short time, e.g: five minutes, to quickly pick something or someone up or drop something off could be provided
9	General public	This use should be provided for on private property, but in zones where off-street parking is not adequate, spaces should be provided in specific zones that may or may not have time restrictions

Schedule 4 – Parking supply investment

Table 4: Criteria to consider before investing in additional parking supply

Criteria	To investigate
Maximise on-street parking space and parking efficiencies	Parking efficiencies are fully maximised (within available funded resources) but parking pressures have not been sufficiently alleviated.
Council funding	Council has made provision for investment into additional parking infrastructure through the Long-Term Plan or Annual Plan processes.
Private sector partnerships	Opportunities for private sector contributions to multi-level parking infrastructure are available.
Loss of carparks	Council loses access to leased private carparks making the parking supply insufficient to meet demand.
Level of service targets	Parking occupancy in areas consistently exceeds 85% during the standard monitored parking window.
Strategic growth	Current parking supply cannot meet projected growth in commercial space and population, and future developments should include additional parking and infrastructure to support shifts to other transport modes.
Regional transport network	Changes to the regional transport network may require additional parking in key areas, supporting increased public transport use through options like park-and-ride facilities.

Other modes	Additional on-street space for non-vehicle modes, such as bikes and scooters, will be explored to ease parking pressure and reduce single-occupant vehicle use and congestion.
Climate change	Council will continue to monitor behaviour trends and climate-related policies at regional and national levels, adjusting parking supply as needed. However, it should avoid oversupplying parking that supports growth in petrol-reliant private vehicles.

Schedule 5 – Trigger points for new parking controls or interventions

Table 5: Trigger points for new parking controls or interventions

Trigger points	Responses
The occupancy of time restricted parking areas/zones regularly exceeds 85%	Where appropriate, consider reducing existing time restrictions to manage demand. Where applicable, introduce new time restrictions in unrestricted parking areas immediately adjacent to the pressurised areas to alleviate parking demand. Where time restrictions are no longer effective, consider the introduction of paid parking.
The occupancy of priced parking areas/zones regularly exceed 85%	Consider increasing hourly parking rates (in line with Policy 5.2.1) to manage demand. Review criteria for the supply of additional parking and apply as appropriate.
The occupancy of public unrestricted parking regularly exceeds 85%	Carefully consider time restrictions in areas that experience short stay demand in close proximity to the town centres, industrial or key goods/service retail areas.
Substantial repeated parking on rural road berms causing either damage to the berm or traffic safety impacts	Work with the adjacent land activity that is generating the primary parking demand to accommodate this demand off the road corridor wherever possible. Consider provision of public parking only as a last resort.
Parking too close to driveways, impacting on safety, and restricting public and emergency access to private dwellings in residential areas	Review criteria for the supply of additional parking and apply as appropriate. Consider no parking on one or both sides of the road to increase safety and access in residential areas. Consider off-street parking for permit holding residents only.

Schedule 6 – Other Parking restrictions

Table 6: Parking principles that will be applied in a range of parking scenarios to meet parking demand in the Far North District

Restriction	Description	Principles
Motorcycle parking	Parking provided for the use of motorcycles or mopeds.	Dedicated motorcycle and moped parking will be considered in town centres and other areas where demand is identified. These spaces are typically located in areas too small for standard car parks and may include time limits in busy locations.
Loading zones	Parking provided for the loading or unloading of goods or passengers. These include: • General purpose loading zones • Good vehicles only loading zones.	On-street loading zones will be considered in town centres where off-street loading is limited or unavailable. • **Goods vehicle-only zones** will be placed in busy commercial areas (e.g. main or side streets) and reserved for appropriately sized vehicles used for trade. • **General loading zones** will serve areas with broader demand for goods or passenger loading and can be used by the public. Loading zones will typically not be installed in rural, industrial, or outlying commercial areas where on-site loading is expected. • All loading zones will have time limits, usually 10–15 minutes. • These zones should not be placed within angled parking spaces. • Where possible, zones may be shared for different uses at different times (e.g. loading in the morning, general parking later). Requests for changes to loading zones will be assessed based on: • Location suitability • Existing supply • Current or expected usage • Impact on general parking • Effects on traffic flow and safety
Coach/bus parking	Parking provided for the use of passenger transport buses, which includes: • Short-term public transport layover parking • Longer-term public transport parking • Coach parking.	Short-term layover parking will be located at the start of key transport routes. Longer-term public transport and coach parking will be placed on the edges of town centres or at designated sites like park-and-ride facilities and schools. Public transit bus stops will be installed along transport routes in consultation with Northern Regional Council. Coach parking will also be considered near high-demand visitor destinations such as large entertainment, cultural, sports venues, and reserves.
Electric vehicle charging station parking	Off-street parking provided for the use of	Council will generally not fully fund dedicated electric vehicle parking but may consider leasing public land to

	electric vehicle charging stations.	commercial providers to support supply across the Far North District. Electric vehicles are to park in public car parking as guided by the Far North District Council's Parking Bylaw. Electric vehicle charging stations will be installed through leases in areas frequented by tourists, as well as key activity centres and strategic transport corridors. They will be located at places where people are happy to linger for a while (e.g. beachside public toilets or scenic smaller towns). Council currently has three of these leased sites (to ChargeNet). Expanding the network supports the community emissions reduction goals from Far North 2100 and the climate change roadmap. Before adding new electric vehicle charging stations, upgrades to existing stations will be assessed to meet demand. All electric vehicle charging stations on public land will be off-street. Time restrictions may be applied to electric vehicle charging station spaces. However, the time restriction should be long enough to support a full charge for a long-range electric vehicle, and account for the length of charging required. Slow chargers will need longer parking times. The new tranche of ChargeNet chargers are likely to be slow chargers (3-4 hours). Fees for parking to charge at electric vehicle charging stations will apply and will be set by the commercial provider. Current mobility parking spaces will not be repurposed for electric vehicle use. However, people with mobility parking permits may also choose to drive electric vehicles. New electric vehicle charging parking spaces allocated for those with mobility parking needs could be made available. Deciding whether these mobility parks are necessary, and suitable location, will require a conversation with, and advisement from, the Accessibility Action Group.
Mobility Parking	Parking provided for disability permit holders	Consult with disabled people and the Accessibility Advisory Group.

		Mobility parking will be prioritised on side streets in town centres where no off-street mobility parks exist within 200m of an accessible route. Main street locations may also be considered where there is high demand, such as near medical or health services. Mobility parking will also be provided in non-town centre areas like neighbourhood shopping zones, sports grounds, event venues, and cultural centres, preferably on side streets, level surfaces, or within existing facility car parks. It will generally not be provided in residential, rural, or industrial areas. Under the Land Transport Rule: Traffic Control Devices 2004, a vehicle displaying a valid mobility parking permit may: • Park for double the time limit shown • At no extra cost • In any time-restricted parking space • Unless a sign specifically says otherwise. Note: Dedicated mobility parks with time limits do not allow extra time. Illegal use of mobility parks will be enforced with fines.
Mobility scooter parking	On-street or off-street designated mobility scooter parking sites.	Council will generally not provide designated mobility scooter parking areas on public land.
Micro-mobility parking	Footpath or on-street parking infrastructure provided for unpowered bicycles or e-bikes.	Bicycle parking will be prioritised in areas of high demand, town centres, recreation centres and transit stops. Priority will be made toward the provision of covered and secure bicycle stands for long-stay bike parking. Bike parking may be placed near footpaths (without obstructing access), or in on street and off-street locations. It is generally not provided in rural, residential, or industrial zones.
Taxi/Ride-share parking	On-street or off-street designated taxi or ride-share parking sites.	Dedicated taxi and rideshare parking will be assessed in town centres and high-demand areas such as entertainment venues and hotels, based on demand.

Time restrictions	On-street or off-street parking where a maximum time limit is applied to encourage parking turnover.	Time restrictions are generally not applied in residential, rural, or industrial areas unless there is a specific need. The following time limits apply in the Far North District: • **P10, P30, P60, P120, and P180.** • **P10 and P30:** Used near businesses needing quick turnover (e.g. dairies, schools, banks, post offices). Typically, one space serves multiple nearby businesses. • **P60:** Common in town centres and neighbourhood shopping areas, especially on main streets. • **P120 and P180:** Used to discourage all-day parking near key shopping areas, typically on streets surrounding main retail zones. Enforcement: Time-restricted spaces in commercial areas may be misused by vehicles being moved around to avoid limits. These will be monitored and enforced with fines.

Schedule 7 – Parklet Management

Table 7: Parking management principles that will be applied to the use of parklets

Pre-Approval Assessment (Before Any Changes)	
1. Business Impact Check	**Confirm:** • No negative impact on nearby businesses • Parking reduction does not limit customer access • No disruption to essential services • Written or documented acceptance from neighbouring businesses • Equal opportunity for other businesses to apply
2. Parking Capacity & Demand Analysis	**Measure:** • Current parking occupancy rates • Peak demand periods (daily & seasonal) **Approve only if:** • Sufficient parking remains available • Peak demand can absorb loss of spaces • Seasonal visitor demand is still met **Confirm:** • Alternative parking is within practical walking distance • Area has public transport access
3. Placemaking & Community Value Check	**Confirm the parklet:** • Supports local growth and tourism • Improves public amenity • Contributes to: – Environmental wellbeing

	– Social wellbeing – Cultural wellbeing – Economic wellbeing • Verify community support • Align with goals to encourage alternative transport
Allocation and Usage (Before Any Changes)	
1. Approved Uses of Converted Parking Spaces:	**Parking spaces may be temporarily reallocated for:** • Alfresco dining • Public seating (including accessible seating) • Beautification / public space improvements
2. Physical and Design Constraints	**Must:** • Be temporary, moveable, and non-permanent • Be accessible to all users • Include safety features near traffic • Match local aesthetic • Be durable and weather-resistant **Must NOT:** • Use mobility parking spaces • Block visibility (roads, crossings) • Obstruct pedestrian flow • Interfere with stormwater drainage
Operational Parking Schedule (After Installation of Parklet)	
1. Monitoring Timeline	**Monthly (recommended):** • Measure parking occupancy rates **Peak season checks:** • Increased monitoring during holidays/tourism periods
2. Occupancy Threshold Rule	**If parking occupancy exceeds 60% in the affected area:** • The parklet must be reviewed by the appropriate Community Board. If the Community Board, using the parking management Schedule 7 as a reference, decide that the parklet is no longer appropriate, the recommendation is made to Council that the parklet be removed and the parking space returned to parking. Council must approve this recommendation to enforce the change.
3. Accessibility & Safety Checks (Ongoing)	**Ensure:** • Mobility parks remain fully accessible • No obstruction to crossings or footpaths • No new hazards (trip risks, visibility issues)
Maintenance and Compliance (After Installation of Parklet)	
1. Regular Inspections	**Check:** • Structural integrity • Safety compliance

	• Accessibility standards **Frequency:** • Initial inspection after installation • Then periodic (e.g., quarterly or as required)
2. Repair / Removal Protocol	**Parklet must allow:** • Fast repair if damaged • Easy removal if approval revoked **No damage to:** • Road surface • Footpath
Financial & Administrative Considerations	
1. Approval Process	**Includes:** • Design approval • Construction sign-off **Must comply with:** • Building codes • Relevant legislation
2. Fees and Charges	**May include:** • Application fee • Ongoing usage fee **Based on:** • Commercial value of the parking space • Potential lost parking revenue

Table 8: Parking management of parklets - Simple Timeline Overview

Stage	*Action*	*Overview*
Pre-approval	Business + parking assessment	Council + Community Board
Approval	Design + safety sign-off	Council
Installation	Temporary parklet setup	Applicant
Monthly	Parking occupancy monitoring	Council
Ongoing	Safety & accessibility checks	Council
Trigger (>60%)	Review/remove parklet	Council + Community Board
Periodic	Maintenance inspections	Council + Owner