

CONFIDENTIAL

Auckland Parking Strategy – public consultation

For decision: For noting:

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Approve the content of the draft Auckland Parking Strategy, noting the feedback from the Auckland Council Planning Committee.
- b) Approve proceeding to public consultation on the draft Auckland Parking Strategy in April 2022.
- c) Approve release of the summaries of the four documents and note that the three sub-documents are not being consulted on, so the summaries are presented for information only.

Te whakarāpopototanga matua / Executive summary

1. Officers are working with Auckland Council staff to review the 2015 Parking Strategy. The review builds on the existing Parking Strategy 2015 and is a response to wider policy direction – particularly Council’s declaration of a climate emergency and associated emission reductions goals, along with changes to parking rules in the National Policy Statement on Urban Development. The review also reflects an opportunity to update and streamline various policies and processes in light of operational experience since 2015.
2. In November 2021, the board agreed a strategic direction for parking management, including a set of principles and a strategic approach, which were then endorsed by the Auckland Council Planning Committee (Planning Committee). The strategic direction and principles were articulated in a publicly released Parking Discussion Document. Feedback on the Discussion Document helped to shape finalisation of the draft Auckland Parking Strategy (draft Strategy) document, including some of the policies.
3. The board has previously endorsed the draft Strategy subject to some amendments, which have now been actioned. The draft Strategy also incorporates feedback from the Planning Committee. Based on the endorsement and feedback from Council, we request approval of the draft Strategy and consultation with the public to help shape the final version, which will be presented to the board in August 2022.

CONFIDENTIAL

Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
October 2021 Board	Auckland Parking Strategy	Recommended a strategic approach to parking management, for Planning Committee endorsement (subsequently endorsed by the Planning Committee). Also approved release of the Parking Discussion Document.
February 2022 Design and Delivery Committee	Auckland Parking Strategy – feedback on principles, draft Strategy and public consultation	<p>The Committee recommended that the board endorse proceeding with consultation on the Parking Strategy. Key areas of feedback focussed on:</p> <ul style="list-style-type: none"> • The need for clear messaging to counteract the principle that on-street parking for private vehicles is a free good further understanding how the Strategy may integrate with other parking facilities; • The importance of communicating the key purpose for the strategy and ensuring elected members are aligned, particularly for the changes along the strategic network; • Delineating this as AT's Parking Strategy given that AT only provides 13% of parking available; • The need to incorporate a better discussion on the use of park and ride facilities; • That the introduction to the strategy could further reinforce AT's objectives as they relate not just to moving people or goods, but also to safety and addressing climate change; and • That consultation documents should include simplified information on how the strategy would impact their region in the immediate future.
February 2022 Board	Parking Strategy – Approval for Consultation	The board endorsed the draft Strategy, subject to some text and tone amendments as outlined in the ngā matapakinga me ngā tātaritanga / discussion and analysis section of this report. The board also determined that there would not be consultation on the three sub-documents, and that brief summaries would instead be released as additional information.

CONFIDENTIAL

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

4. Under the Local Government (Auckland Council) Act (2009), AT is responsible for managing parking on public roads in Auckland (other than state highways and motorways). AT also manages some Council-owned off-street public parking under delegation, while Council manages most community facility parking.
5. The approach AT takes in managing and operating the public parking system is articulated through the AT Parking Strategy 2015 and enforced through the AT Traffic Bylaw. The Parking Strategy is being reviewed due to significant changes in strategic and policy direction since its publication in 2015, including:
 - declaration of a climate emergency and associated emission reduction goals for Auckland, necessitating accelerated change to the transport system; and
 - the National Policy Statement on Urban Development (NPS-UD), requiring the removal of parking minimums, which will place pressure on on-street parking resources.
6. The Parking Strategy review is led by the principles for parking management endorsed by the board and Council Planning Committee, which articulate the roles of roads and streets as valuable public space, the role of parking within that broader context and how we will engage with the community on parking.
7. The core approach to parking management is based on the concept of 'readiness and capacity for change'. We have categorised the region into one of three tiers, based on readiness and capacity for change. This is determined by the level of public transport service and land use type and mix in an area, with high capacity and readiness for change areas having a rapid transit network station and a metro centre zoning, through to low capacity and readiness areas having at most connector bus routes and limited density and land use mix.
8. A further core component of the approach was the use of the Strategic Transport Network to identify areas where on-street parking lanes may need to be repurposed to help deliver strategic transport priorities. This is designed to ensure that delivery of strategically aligned projects are empowered to pursue road space reallocation work.
9. A discussion document was released, articulating the principles and seeking feedback, particularly from key stakeholders. This has fed into the development of the Parking Strategy policies.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

Board endorsement

10. The board endorsed the draft Strategy on 24 February 2022 and asked for the following amendments:
 - To explain that the Strategy covers public parking, which is part of the overall parking system;
 - To explain what we intend to change, where and when;

CONFIDENTIAL

- To ensure the wording reflects ‘what people are gaining, rather than focussed on what they perceive as losing’;
 - To make sure the tone is right and positive (repurposing road space rather than removing parking); and
 - To reshape the executive summary (now the foreword) to align with the ‘why’ of the work and connect with other big policy shifts.
11. The board decided to support the proposals for revenue reinvestment (to retain the current arrangements) and to progress with informing the public of our intention to charge for park and ride usage (as part of broader changes to these facilities which will be developed). The board also endorsed the revised approach to consultation on parking changes.
12. The board also decided the three sub-documents would not be consulted on. Given this direction summaries of the sub-documents have been prepared which will be provided for the public’s information only as additional detail on the policies in the Strategy which reference them.

Local Board feedback

13. Workshops were held in March 2022 with all local boards on the strategic direction and to foreshadow the forthcoming consultation. The key areas of feedback included:
- Concern about the NPS-UD direction to remove on-site parking requirements.
 - Acknowledgement of the need to change ‘car culture’ of Aucklanders.
 - Concern about consolidation of effects on people and businesses (i.e. the COVID-19 pandemic, unemployment, inflation, war, etc). Related to this, there is concern about fast change and the need to support access to centres to promote economic growth.
 - Mixed understanding of what ‘parking management’ means i.e. resistance to it, while asking AT to take responsibility for ‘parking problems’.
 - A number of local boards asked, “what’s the alternative?”. This included concerns about the cost of using public transport and insufficient network coverage.
 - Requests for more park and ride sites and parking.
 - Request for AT to better consider the needs for parking in rural service centres – with different operational and design characteristics.
 - Discussions around equity and concern parking management will impact poorer people or people with less choice. Equally, there was discussion about the fact that parking should be paid for by users, not subsidised by ratepayers.
 - Local boards remain very interested in being consulted and having their communities consulted, on parking removal and management.
 - Interest in the detail of the parking management tiers and how these may impact their constituency.

Planning Committee feedback

14. A workshop was held with the Auckland Council Planning Committee to discuss the draft Strategy on 16 March 2022. This was aimed at receiving final feedback from the Committee for our consideration ahead of public consultation and to ensure the Committee was satisfied that the draft Strategy reflected their strategic direction. Feedback from the Committee included:
- The need for a more positive foreword than the one currently drafted for the board chair.

CONFIDENTIAL

- Request for a specific call-out on how this Strategy will help deliver a more equitable transport system.
 - Desire to see the roll out clarified as occurring over the next ten years and for the communications campaign to emphasise this so that people who are already struggling due to the impact of the COVID-19 pandemic do not see the consultation as being tone deaf and out of touch.
15. As a result of this feedback, management has rewritten the foreword, amended the parking management section to reflect the implementation timeframe and emphasised the equity component of the Strategy. Management has also engaged with the Communications team to ensure that the consultation collateral has the right tone to account for the existing context and public fatigue.
16. The Planning Committee will have a formal meeting to endorse the draft Strategy on 31 March 2022. We will update the board on the outcomes of this discussion at the 31 March 2022 board meeting.

Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
Public feedback on the Strategy does not align with board direction.	Introduction of this topic through the Parking Discussion Document has provided a basis for better-understanding the parking system. The Parking Strategy will be written in a way that supports the strategic direction adopted by Planning Committee and the board. There will also be opportunities to adapt the Parking Strategy following public feedback through a further decision-making round.
Negative media response to Strategy.	Release of the Discussion Document is intended to mitigate this risk by setting out the need for change in the way that we travel and park and highlighting the benefits of the overall Strategy of a shift to more sustainable modes. The project has a proactive media plan, with careful consideration of media interest at each stage of the project.
Lack of resources to implement the Strategy.	The Implementation Plan is designed to clearly articulate to the board what will be needed to implement this Strategy, and the impacts this will have on AT. Careful consideration of the resource needs and clear direction on what the business is prepared to accept is needed to ensure clear expectations for the public and Council are set.

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

17. As noted above, early work on the Implementation Plan indicates there will be significant financial implications associated with this Strategy.

CONFIDENTIAL

18. Further work will be needed to confirm and finalise the estimated resource Implications associated with implementation of the Strategy. As noted above, initial analysis indicates that implementation of the Strategy should lead to an increase in net revenue over time.

Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

19. Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan outlines the need for Auckland to reduce its transport related emissions significantly, to meet the 2030 targets. This means that business-as-usual for planning, delivery and the management of the transport system cannot continue.
20. Parking management is a lever in managing the transport network, both in terms of the opportunities that reallocation of road-space offer to enabling other modes and in disincentivising car use. The principles proposed and the criteria for applying these spatially (if applied consistently regardless of opposing views) will lead to a reduction in greenhouse gas emissions, which is estimated to be around 1.5% across the region.

Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

Mana whenua

21. In July 2021, Mana Whenua Kaitiaki Forum members were sent a memo outlining the Parking Strategy Review and asking for feedback on any aspects that are of interest to mana whenua. In December 2021, we sent another memo to mana whenua, introducing the Parking Discussion document and inviting feedback on the strategic direction for parking management. This same information and the engagement process has been shared with the Independent Māori Statutory Board Chair. We have subsequently engaged with mana whenua representatives through AT's mana whenua hui and are keen to utilise this contact for further discussions.
22. Feedback from this hui has reinforced that parking is a controversial topic. There was acknowledgement that, as well as the strategic concerns around air quality and resource management, parking enables access. Concerns were raised about the potential for parking management to further-reduce access, particularly for less able-bodied kaumatua and kuia, to the whenua, moana and wahi tapu.
23. An early consideration of potential impacts of increased parking management for Māori are that they are likely to be similar impacts as for the wider population. Some parts of the community are more reliant on cars for access, particularly if they do not have good access to public transport. Barriers to public transport, such as cost and network coverage, influence access to necessities such as education, healthcare, employment, shopping and social services.

Ngā mema pōti / Elected members

24. The strategic direction and a set of principles for parking management recommended by the board were endorsed by the Planning Committee at its November 2021 meeting and Committee members approved the Parking Discussion Document.

CONFIDENTIAL

25. Between June and August 2021 management informed local boards of the review. Each local board was forwarded a memo outlining the rationale for the review and we presented at the Local Board Chairs' Forum. We attended local board workshops with 16 local boards to outline the Parking Strategy review, answer questions and receive feedback on parking management. All local boards had an opportunity to provide feedback on the review. Key feedback included caution around changes without alternative options and a desire for substantial input into the Comprehensive Parking Management Plans.
26. We have also conducted workshops with all local boards in the last month to advise them of the expected parking changes in their area and prepare them for the upcoming public consultation, with feedback articulated above. Local boards will be informed of themes from the upcoming consultation and have an opportunity to formally feedback on the Strategy prior to it being finalised.

Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

27. Panuku and Auckland Unlimited have provided feedback on the Discussion Document. Their feedback has been supportive and we will continue to engage with them during the public consultation period.

Ngā kiritaki / Customers

28. Parking is a topic of significant interest for Aucklanders. Customer feedback and insights tends to emphasise the need for more and/or cheaper and easier parking. Despite limited public feedback on the Discussion Document, public consultation on the draft Strategy is likely to generate significant interest, particularly park and ride pricing and the Strategic Transport Network parking removal policy.

Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

29. AT's frontline staff are already experiencing an increasingly hostile response from some members of the public. Parking is an emotive issue and as more parking is priced, managed and (in some cases) removed, there may be increased anger from some community members. This could pose a risk to staff. Careful consideration on protecting parking staff will be required.

Ā muri ake nei / Next steps




30. Following the approval of the board we will:
- Publicly consult on the draft Strategy throughout April 2022.
 - Consider the consultation feedback and assess whether any changes to the draft Strategy need to be made.
 - Return to the Planning Committee in August 2022 for endorsement of the final version of the Strategy before seeking final board approval.

CONFIDENTIAL

Ngā whakapiringa / Attachments

Attachment number	Description
1	Draft Auckland Parking Strategy
2	Draft Auckland Parking Strategy summary
3	Draft information summaries (Park and Ride, Kerb Zone management, Comprehensive Parking Management Plans)

Te pou whenua tuhinga / Document ownership

Submitted by	Claire Covacich / Andrew McGill Principal Transport Planner / Head of Integrated Network Planning	 
Recommended by	Jenny Chetwynd Executive General Manager, Planning and Investment	
Approved for submission	Shane Ellison Chief Executive	