

Entered by Board Secretary

Managing parking to get the most out of Auckland's transport system

For decision: For noting:

Ngā tūhonga / Recommendations Ngā tūhonga / Recommendations

That the Auckland Transport Board (board):

- a) Recommend the revised Auckland Parking Strategy to Auckland Council's Transport and Infrastructure Committee for feedback and input.
- b) Approve the proposed changes to the content of the Strategy, including: policy changes (particularly park and ride); additional emphasis on equity and business impacts; a revision to the tiered management locations; greater emphasis on dynamic space allocation; and, greater local board and business involvement in parking planning.

Te whakarāpopototanga matua / Executive summary

1. The significant forecast growth, the removal of parking requirements for all development, the growing pressures on local communities by excess parking demand in local streets, and the increased demand for movement on constrained key corridors means that Auckland Transport (AT) needs to make changes to the transport network so that people can travel easily and safely, with minimal impediment. Parking is a key part of this system; enabling access, but also creating issues if not managed effectively.
2. As the above challenges are becoming more critical and urgent, our response needs to be fit for purpose. AT and Council have therefore conducted a review of the 2015 AT Parking Strategy to ensure that it responds to what Aucklanders want out of the transport system, meets current (and emerging) challenges, and aligns with Council direction. The draft revised Strategy, *Room to Move: Tāmaki Makaurau Auckland's Parking Strategy 2023*, will address these expectation and challenges, and improve the operation of the transport system.
3. The draft Strategy went to consultation in April and May 2022. Public feedback from the consultation, and subsequent focus groups (including from key stakeholders and local boards) has been largely positive and supportive of the key elements of the Strategy. Where feedback was not supportive, we have made changes to address concerns. We have also made changes more recently to respond to new Council direction. Key changes include: the removal of the proposed parking charge on all park and ride users; cutting back the areas where proactive parking management is planned; greater consideration of impacts on local business (and their mitigation); and, a stronger role for local boards in the development of parking management plans. We have also reframed the Strategy document to ensure it aligns with the core concerns Aucklanders have about the transport system.

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4. Implementing the Strategy will enable AT to better respond to the concerns of Aucklanders, better manage the transport system, and ensure our delivery aligns to Council direction. Once a certain threshold of parking management delivery is reached it will also become revenue positive, reducing AT's costs to Council.

Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
March 2023 Design Delivery Committee (committee)	Managing parking to get the most out of Auckland's transport system.	The committee provided feedback to project team: frame the Strategy in a way that acknowledges the benefits of parking management, emphasise that we are accounting for public feedback and are listening to community views through subsequent parking planning work; and agreed to progressing the Strategy through governance approval processes.
March 2022 Board	Review of the Auckland Parking Strategy – endorsement for public consultation	Council's Planning Committee and the board respectively endorsed and approved the draft Parking Strategy for public consultation.
October -November 2021 Board	Auckland Parking Strategy – strategic direction and Discussion Document	Council's Planning Committee and the board approved release of a Parking Discussion Document to seek public feedback.
February 2021 Board	Parking Strategy	The board endorsed a review of the Parking Strategy and recommended that management clarify roles and responsibilities in parking, examine the role of the road reserve and include commentary on accessibility, climate change, equity, access, and costs to ratepayers.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

5. Aucklanders tell us they want the transport system to flow smoothly, are frustrated by streets being filled with excess parking demand and want access to parking when they need it. Parking challenges are only going to get worse as the region's population grows, travel demand

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increases, and more development occurs without off-street car parking, while Aucklanders continue to own large numbers of vehicles. Proactive management and intervention by AT is critical if the transport system is to accommodate growth and change in coming years and work better for everyone.

6. At the same time, direction set out in Council's Letter of Expectation focuses on the need for AT to: understand and be responsive to customer needs; for AT to create more efficiency in the transport network at low cost; to reduce developers' footprint on roads; and, to reduce AT's cost to Council.
7. For the last two years, AT and Auckland Council have been working on a revision to the 2015 AT Parking Strategy to make sure it can continue to enable management of the system, while responding to these challenges and direction and also support other guidance, such as the Transport Emissions Reduction Pathway and support more efficient project delivery. The steps involved in the development of the Strategy are outlined at Attachment 1.
8. Now that we have received detailed public feedback and revised Council direction, we have developed a revised Strategy which responds to the needs of Aucklanders, addresses the core challenges and meets Council's expectations of AT. The new Strategy will be called *Room to Move: Tāmaki Makaurau Auckland's Parking Strategy 2023*, in recognising that this is not just a 'parking' strategy, but about enabling the transport system to function well and with more agility in a changing region.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

9. Consultation on the Strategy occurred in April-May 2022, generating 944 submissions from the public and key stakeholders. Given the risks associated with the self-selecting public feedback, AT commissioned focus groups to ensure that a wider range of Aucklanders' views were captured. The information received from the focus groups and additional Māori engagement was generally in line with the wider consultation outcomes.
10. Overall, there was majority support for most elements of the Strategy. The feedback can be summarised as follows:
 - For 18 of the 25 draft policies there was more support than opposition from submitters.
 - Submitters generally support the approach to parking management on the Strategic Transport Network i.e., repurposing parking lanes to movement lanes, though they were divided on what purposes these should be (with general traffic, transit and bus lanes being more favourably received than cycle lanes).
 - There was majority support for the tiered parking management system.
 - The proposal to charge all users of park and rides was strongly opposed.

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- General support for local parking management plans for individual areas, with local boards and the public contributing to the proposal. This is a key benefit of developing Comprehensive Parking Management Plans – to understand the local environment, community and stakeholder views.

A more detailed feedback summary is located at Attachment 2.

11. In response to consultation feedback and the Letter of Expectation we are proposing the following changes to the Strategy:

- Additional investigation on the impact on local business of proposed parking lane repurposing on the Strategic Transport Network; a clearer definition of the exceptional circumstances where repurposing may not proceed; an intention to off-set loss of parking on this network; and, seeking local board guidance on parking lanes repurposing on roads not on the Strategic Transport Network. Clarification that changing parking lanes to movement lanes is not necessarily '24/7', but time dependent, as is in place on many roads.
- Updating the tiers to reflect current land use and transport and only identify areas for proactive parking management where there is genuine need and choice, so that we are not punitively changing parking where people have no other realistic travel options. Attachment 3 shows the before and after of the tiers.
- Amendments to parking management policies, to signal less significant change in key centres; add a requirement for local board support for (and involvement in) a parking management plan before completion; and enable a longer transition to convert long stay parking to short stay in Tier 2.
- Amendments to Comprehensive Parking Management Plan (CPMP) guidance, including requirements that CPMPs will specifically look at unique attributes of an area; will only be developed with the support of the local board; and, will note greater consideration of equity needs as part of the design of the system, including for Māori and lower socio-economic groups.
- We received considerable feedback opposing charging for park and ride, with concern that it will reduce public transport use. We intend to remove the proposal to charge all park and ride customers. Instead we propose to introduce a charge for people who park and don't ride. We also propose to introduce a premium pre-booking parking system with an associated charge, starting with 15% of parking spaces at all sites. This is capped so that the majority of spaces will remain free and on a 'first-come-first-served' basis, to address customer views that park and ride is ineffective because sites fill up early in the morning.
- Changes to the narrative to link the rationale to the experiences and pain points for Aucklanders, and connect parking to the broader transport system needs and challenges – placing parking in the context of the operation of the full transport system.
- Various other changes to clarify wording or intent or address feedback points on individual policies or principles.

12. We intend to workshop the revisions and repositioning of the Strategy with the TIC and seek their feedback for incorporation before returning to the board for final approval.

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Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
That the Strategy is not supported by Council, limiting our ability to meet emerging transport challenges, and creating reputational issues for AT.	We have amended the Strategy based on the response we have received, which reflect the view of average Aucklanders. We will also workshop with the TIC to address any residual concerns they have which may be addressed.
Inadequate funding delaying implementation of the ten-year parking management programme, preventing the Strategy achieving its ambition of addressing the challenges to the transport system.	The project team has been undertaking initial preparatory work to establish a delivery programme, called "Parking Plus" (P+), which would manage the delivery of the parking management component of the Strategy. The establishment plan will be developed after Strategy approval and will seek ELT direction on the level of funding and resources for the programme.

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

- Financial forecasting completed so far demonstrates that, as parking management changes are rolled out, costs to implement the Strategy are more than covered by revenue associated with parking management and self-sustainment is expected to be achieved within two to three years (assuming a 10-year roll out). This supports Council's request for AT to increase revenue to be less reliant on Council funding, as outlined in the 2023 Letter of Expectation.
- While the Strategy is expected to generate net revenue in the medium term, additional staff resourcing/professional services support are required in the short term to deliver the Strategy within the original ten-year timeframe. These are currently unfunded in FY23 and FY24. Should no additional resources be available, implementation would be closer to thirty years and a net revenue situation will take longer to realise. Ongoing work is underway to assess options..

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

- Implementation of the Strategy will support and encourage travel by sustainable modes, encourage better flow of vehicles, and (based on high level modelling) provide a small reduction in transport system carbon emissions.
- The Strategy is noted in Council's Transport Emissions Reduction Pathway (TERP) as one of the key actions Council requires to deliver the low-carbon future target.

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Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

Mana whenua and Māori engagement

17. We have worked actively with mana whenua and mātāwaka on this kaupapa. Key themes we heard from mana whenua include: parking management is a kaitiakitanga issue, about governance in managing an in-demand resource; access and parking availability affects most people as it enables access to necessities and some people are more reliant than others; access is a key concern for mana whenua, particularly for less able people, and to key cultural locations; parking infringements can contribute to a cycle of debt. There is also acknowledgement of the need to align with Te Tāruke-ā-Tāwhiri, that car use/parking contributes to air quality concerns.
18. We heard from mātāwaka that urban marae face pressures with parking being in-demand and loss of onsite parking with redevelopment. We also heard from Māori healthcare providers about how parts of the transport system work for them in delivering healthcare. This gives us insight into how we might better-manage parking and the wider transport system.
19. In accordance with the wishes of the Tāmaki Makaurau Mana whenua Kaitiaki Forum, these themes have been incorporated into the Strategy. Other improvements, to reflect mana (tangata) whenua, include Te Reo Māori and incorporating Māori symbolism through references to AT's Taurapa or 'the guiding stern-piece of our waka'. These are recognised as 'key directions' in the Independent Māori Statutory Board (IMSB) Issues of Significance.

Ngā mema pōti / Elected members

20. The Council Planning Committee played a key role in directing development of the Strategy. The Planning Committee endorsed the parking management principles which form the basis of the draft Strategy, as well as approving the draft for public consultation. The project team intends to workshop the Strategy with the Transport and Infrastructure Committee..
21. Local boards have been extensively engaged throughout development of the Strategy, and each local board provided a formal final resolution in response to the feedback received on the Strategy from their local area. Most local boards acknowledge the need for parking management and support the Draft Parking Strategy. To mitigate any local board aversion to parking management, AT proposes to focus parking management planning in the first instance in areas where there is local board support.

Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

22. We have engaged Eke Panuku and Auckland Unlimited, and their feedback was generally supportive. Going forward, they will be involved as appropriate in more localised parking management planning. In particular, Eke Panuku is involved in redevelopment planning in Council priority areas and is keen for the Strategy to be finalised as a priority.

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Ngā kiritaki / Customers

23. As noted earlier in this report, significant work has been undertaken to listen to customer views and ensure the Strategy works for Aucklanders. The revised Strategy aligns to Aucklanders’ views and ensures they will be at the centre of local parking management planning.

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

24. There are no immediate health or safety impacts from the Strategy in general, however there are some risks to parking enforcement staff in particular, as an extension to existing hostility they encounter.

Ā muri ake nei / Next steps

25. Subject to board approval, the proposed next steps are:

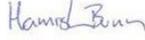
- Release of updated public communications, including the full public consultation report, updated messaging about the Strategy and advice on next steps
- Workshop with the Transport and Infrastructure Committee to receive their final feedback and guidance.
- Further engagement as necessary with mana whenua, local boards and IMSB.
- Seeking board approval for the Strategy in late May 2023, followed by public release and delivery from June 2023.

Ngā whakapiringa / Attachments

Attachment number	Description
1	Strategy development overview and timeline
2	Summary of customer feedback
3	Tier map (before and after)

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Te pou whenua tuhinga / Document ownership

Submitted by	Claire Covacich Principal Transport Planner  Andrew McGill Head of Integrated Network Planning  Hamish Bunn Group Manager: Investment, Planning and Policy 
Recommended by	Jenny Chetwynd Executive General Manager, Planning and Investment 
Approved for submission	Mark Lambert Interim Chief Executive 

Attachment 1: Parking Strategy Review Timeline

Parking Strategy Review overview

- Changes:
- Government policy
 - Council strategies
 - Auckland Environment

Work on the review began in 2021. The diagram below shows key steps in developing the Auckland Parking Strategy. We have sought strategic direction from Council and Manawhenua, as well as engaging with local boards, key stakeholders, mātāwaka and the wider Auckland community.



What you told us about the draft Parking Strategy



Grouping each part of Auckland into parking Tiers

Most Aucklanders agree that parking needs to be managed according to the characteristics of each area (e.g. the level of demand for parking, land use and density of development, as well as public transport access).

Summarised AT response: The Tiers are a broad guide, Parking Management Plans for each area will be developed with the local community. Some minor changes are proposed to this policy to create stronger alignment with Council direction.



Reallocating kerbside space on roads in general

Aucklanders are **divided** as to whether they support repurposing kerbside space on roads in general for uses such as loading zones, gardens, wider footpaths, outdoor dining, and bus lanes.

Many people feel there is already **not enough parking** and/or that parking repurposing will unfairly affect particular people, such as businesses and courier drivers.

Many people want **new parking provided nearby** if on-street parking is repurposed.

Summarised AT response: Propose retaining draft policy, with amendments clarifying:

- There are often competing desired uses of kerbside space
- Demand for kerbside space needs to be managed
- Equitable use of kerbside space will be considered when making decisions on its use
- AT will seek local board guidance on parking management for roads not on the Strategic Transport Network



Reallocating parking on strategic/busy roads

A clear majority of Aucklanders **support** reallocating kerbside space on strategic/busy roads to general traffic lanes, T2/T3 lanes, and bus lanes.

Aucklanders are **divided** as to whether kerbside space on strategic/busy roads should be reallocated to cycling facilities.

Many people want **new parking provided nearby** if on-street parking is repurposed.

Summarised AT response: The purpose of the new lane will be part of the engagement process for each corridor. The following changes are proposed to the policy:

- Signal stronger engagement with local businesses to identify benefits and implications of repurposing parking lanes
- Signal that we will seek to offset any lost parking in surrounding streets
- A more detailed explanation of the 'exceptional circumstances' which would prompt a rethink on a parking lane repurposing project



Changes to park and rides

Results were mixed, but overall respondents oppose charging **public transport passengers** to park at park and rides (they support charging people **not** using public transport).

Respondents oppose repurposing park and rides to other uses.

Summarised AT response: We note the strong sentiment on this topic and propose to move away from blanket pricing of all park and rides. Instead we propose to implement a range of more targeted initiatives.



Impact of the Parking Strategy on the transport system

Public feedback indicated that a **slight majority** of people think the Parking Strategy will be **good** for Auckland's transport system.

Market research revealed **varying** themes.

Summarised AT response: We welcome the overall support for the Parking Strategy.

We recognise that not all aspects of the strategy are universally supported but seek to address some of these concerns through changes to specific proposals, and by working with local communities, businesses, and other interest groups when implementing parking management.



Overall feedback on the Parking Strategy policies

For **18 of the 25** policies there was more **support** than opposition from submitters.

Summarised AT response: We welcome the overall support for the Parking Strategy policies. The policies will help to provide Aucklanders with better transport options.



Reallocating AT controlled off-street parking to other uses

Most respondents **do not support** reallocating Council owned/AT controlled off-street parking to other uses. They believe parking is important for a world class city and should **not be decreased**.

Summarised AT response: Propose minor amendments that clarify that Council has the decision-making role for off-street parking provision, retention and divestment.



Pricing on-street and off-street parking

Of the respondents during the public feedback period that mentioned paid parking, significantly more **do not support** increasing the amount of paid on-street and off-street parking spaces.

However, when respondents were queried in more detail there was an **acceptance** that **paid parking is necessary** to manage parking demand for **those that need it** (such as in **busy areas**).

Summarised AT response: Proposed amendment to the policy to clarify that pricing should be set in a way that parking remains affordable but also enables pricing to respond to parking demand.



The existing public transport network

Most Aucklanders feel that increased parking management needs to come hand-in-hand with public transport access, and that public transport needs to be a viable alternative to the car. This is consistent with the support for the Tiered approach to parking management.

Summarised AT response: AT recognises that for more people to use public transport more often, it needs to meet their needs. We acknowledge that this is not the case for many people at this point.

We have developed the Parking Strategy around tiers of parking management, which are aligned to the degree of public transport services in an area, as well as the density and types of land uses.

The feedback on this page is derived from:

- Public feedback on the draft Parking Strategy (13 April-15 May 2022)
- A market research survey conducted in November 2021
- Focus groups facilitated by an independent market research company in September 2022

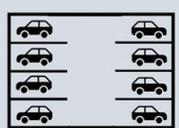
A summary of public feedback on the draft Parking Strategy

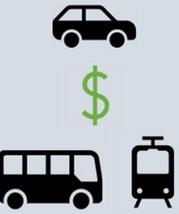
The table below provides an overview of feedback received on some of the key aspects of the draft Parking Strategy. We have used multiple sources of feedback to provide more certainty as to the public's feelings. The sources of feedback are:

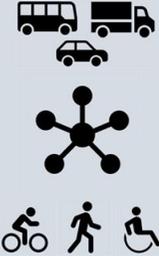
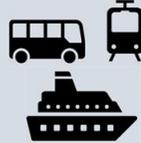
- From 13 April to 15 May 2022 the public provided feedback on Auckland's draft Parking Strategy. 944 submissions were received. This opportunity was widely promoted, and all Aucklanders were invited to provide feedback.
- In November 2021, Auckland Transport conducted an online survey to understand the public's views on parking management to inform some of the key proposals being considered for Auckland's draft Parking Strategy. 503 responses were collected. The responses were collected to provide a statistical representation of Auckland's population based on gender, age, ethnicity, and location. The statistical margin of error for this research is +/- 4.4%.
- In September 2022, an independent market research company was engaged to run 8 focus group discussions across Auckland, they focussed on some of the key aspects of the draft Parking Strategy. The groups included a variety of people who provided a good representation of the views of all Aucklanders.

For the full public feedback and market research reports please visit at.govt.nz/parkingstrategy.

Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
<p>Grouping each part of Auckland into one of three tiers (with different parking management approaches in each tier)</p> 	<p>Respondents strongly agree that parking needs to be managed according to the characteristics of each area (e.g. the level of demand for parking, density of development).</p>	<ul style="list-style-type: none"> 210 respondents generally support the tiered approach to parking management. 67 respondents do not support the tiered approach to parking management. 	<p>Not specifically raised in market research survey, but 57% of participants support the use of paid and time limited parking as levers to ensure availability of parking in high density areas.</p>	<p>Not specifically raised in focus groups, but people accept that you have to pay for parking in areas of high demand – such as the city and some suburban shopping areas.</p>	<p>AT welcomes the strong support for the tiered system.</p> <p>AT notes where there are concerns in some locations. The Tiers are a broad guide, and Parking Management Plans for each area will be developed with the local community. This will help ensure the level, extent, and nature of parking management is designed to account for the unique local context.</p> <p>Some minor changes to the tier policies are also proposed. This will clarify wording and create stronger alignment with Council direction.</p>
<p>Reallocating kerbside space on <u>strategic/busy</u> roads to uses that move more people around the city e.g. to traffic, T2/T3, bus, or cycle lanes</p> 	<p>A clear majority of respondents support reallocating kerbside space on strategic/busy roads to general traffic lanes, T2/T3 lanes, and bus lanes.</p> <p>respondents are divided as to whether kerbside space on strategic/busy roads should be reallocated to cycling facilities.</p> <p>Many people want new parking provided nearby if on-street parking is repurposed.</p>	<ul style="list-style-type: none"> 254 respondents said that generally, they support Policy 7 - Parking management on the Strategic Transport Network. 125 respondents do not support this policy. 	<ul style="list-style-type: none"> 70% of participants agree that the best way to manage the road network is to use existing roads more effectively. Aucklanders are broadly supportive of the reallocation of parking on major roads to: <ul style="list-style-type: none"> general traffic lanes (67%) T2/T3 lanes (63%) Bus lanes (61%) Opinion is more divided on reallocating parking to cycling (51% support vs 33% oppose). If parking is repurposed on busy roads, 73% would like off-street parking provided nearby. 	<ul style="list-style-type: none"> Participants were presented with five scenarios to replace parking on major arterial roads. This is how they rated them: <ul style="list-style-type: none"> Convert to general traffic lanes (strongly supported) Convert to transit lanes (strongly supported) Convert to bus lanes (supported by most people, but some concerns due to perceived lack of demand for bus travel) Convert to cycle lanes (some supported but some strongly opposed. Preference is for cycle lanes away from traffic) Most people can live with repurposed parking if: <ul style="list-style-type: none"> It is only repurposed during peak traffic times (i.e. peak period clearways) Businesses, people on low incomes, families with young children, and couriers/delivery vehicles are not impacted Alternative parking is created nearby 	<p>AT welcomes the strong support for parking lanes to be repurposed into movement lanes.</p> <p>AT notes that the level of support varies depending on the type of lane that would be created (e.g. traffic, T2/T3, bus, cycle). Confirming the type of lane created will be part of the consultation process for each corridor.</p> <p>In response to some of the comments we received on this subject, AT proposes to amend the policy as follows:</p> <ul style="list-style-type: none"> Signal stronger engagement with local businesses to identify benefits and implications of repurposing parking lanes. Define what 'exceptional circumstances' means. Signal that we will seek to offset any lost parking in surrounding streets.

Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
<p>Reallocating kerbside space on roads in general e.g. converting kerbside space to uses such as loading zones, gardens, wider footpaths, outdoor dining, and bus lanes</p> 	<p>Respondents are divided as to whether parking repurposing on roads in general is a good thing. Many people feel there is already not enough parking and/or that parking repurposing will unfairly impact particular sections of the community, such as businesses and courier drivers. Many people want new parking provided nearby if on-street parking is repurposed.</p>	<ul style="list-style-type: none"> • 185 respondents generally support ON-street parking repurposing. • 182 respondents generally do not support ON-street parking repurposing. • 162 respondents indicated that they think parking repurposing will be bad for businesses. 	<ul style="list-style-type: none"> • Respondents believe there is a need to plan for more parking rather than less. • 83% of Aucklanders expect to be able park outside their homes. • 70% agree that the best way to manage the road network is to use existing roads more effectively. • 43% think parking should be repurposed or reduced to encourage people to use more sustainable modes of transport (45% disagree). 	<ul style="list-style-type: none"> • Participants would rather have time restricted or priced parking, than no parking. • Participants feel that there is not enough parking and will acutely feel any parking reductions. • Concerns that taking away parking in one area will create problems in other areas. • Most people can live with repurposed parking if: <ul style="list-style-type: none"> ○ It is only repurposed during peak traffic times (i.e. peak period clearways) ○ Businesses, people on low incomes, families with young children, and couriers/delivery vehicles are not impacted ○ Alternative parking is created nearby • Participants understand that parking can't always be available directly outside where we want to go, BUT they expect parking to be available nearby e.g. parking buildings/lots. 	<p>We note that opinions are mixed on repurposing parking on roads 'in general', (compared to stronger support for parking repurposing on busy roads i.e. the Strategic Transport Network).</p> <p>AT proposes retaining the draft policy, with amendments clarifying:</p> <ul style="list-style-type: none"> • there are often various competing desired uses of kerbside space. • demand for kerbside space needs to be managed. • the equitable use of kerbside space needs to be considered when making decisions on its use. • AT will seek local board guidance on space allocation on roads not on the Strategic Transport Network.
<p>Reallocating AT controlled off-street parking to other uses</p> 	<p>Most respondents do not support reallocating AT controlled off-street parking to other uses. They believe parking is important for a world class city and should be increased (rather than decreased).</p>	<ul style="list-style-type: none"> • 55 respondents generally support off-street parking repurposing. • 106 respondents generally do not support off-street parking repurposing. 	<ul style="list-style-type: none"> • Respondents believe there is a need to plan for more parking, not less. • 43% think parking should be repurposed or reduced to encourage people to use more sustainable modes of transport (45% disagree). 	<ul style="list-style-type: none"> • Participants would rather have time restricted or priced parking, than parking removal. • Participants feel that there is not enough parking and will acutely feel any parking reductions. • Concerns that taking away parking in one area will create problems in other areas. 	<p>AT does not control off-street parking – we only manage some, on behalf of Council. Decisions about the disposal of, or additions to, off-street parking are made by Council, with AT providing a view based on Auckland's and the local community's transport needs.</p> <p>We propose minor amendments to the off-street parking policies that clarify Council's decision-making role in parking provision, retention, divestment, and the need to signal potential parking demand to development agencies (noting Unitary Plan provisions do not allow us to require parking provision).</p>

Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
<p>Pricing on-street and off-street parking</p> 	<p>Of the respondents that expressed views on paid parking through the public feedback process, the majority do not support increasing the amount of paid on-street and off-street parking spaces.</p> <p>However, when queried in more detail through the market research, most respondents acknowledged that paid parking is necessary to manage parking demand, so it is available for those who need it (such as in town centres and busy areas).</p>	<ul style="list-style-type: none"> • 19 respondents indicated they support priced <u>on</u>-street parking. • 46 respondents indicated they do not support priced <u>on</u>-street parking. • 13 respondents indicated they support priced <u>off</u>-street parking. • 43 respondents indicated they do not support priced <u>off</u>-street parking. 	<ul style="list-style-type: none"> • 89% of respondents said that the availability of affordable parking in Auckland is important. • 56% feel that the current amount of paid parking in the Auckland is about right; 29% think it is too low; 15% think it is too high. • 67% agree that paid parking is a good way to ensure parking is available throughout the day for those who need it. • 57% support the use of paid and time limited parking to ensure parking is available in town centres and busy/denser areas. • 54% support parking charges being used to encourage people to use more sustainable modes of transport. 	<ul style="list-style-type: none"> • Participants see parking as a right. They begrudgingly acknowledge that things will have to change given population growth projections. • People accept that you have to pay for parking in areas of high demand – such as the city and other suburban shopping areas, such as Newmarket, Parnell, and Takapuna. • Participants would rather have time restricted or priced parking, than no parking. 	<p>Opposition to parking being priced needs to be considered in the context that:</p> <ul style="list-style-type: none"> • Planning provisions no longer require parking to be provided onsite <p>Most Aucklanders contribute to the provision and management of public parking through tax and rates payments, but not everyone benefits from its provision</p> <p>AT acknowledges the feedback and will amend the parking pricing policy to note that pricing should be set in a way that parking remains affordable but also enables a demand-responsive approach.</p>
<p>Changes to park and rides</p> 	<p>Although results were mixed, overall it's fair to conclude that respondents oppose charging public transport passengers to park at park and rides (they support charging people <u>not</u> using public transport).</p> <p>Respondents oppose repurposing park and rides to other uses.</p>	<ul style="list-style-type: none"> • 172 respondents indicated they do not support charging for park and rides. • 23 respondents indicated they support charging for park and rides. 	<ul style="list-style-type: none"> • Respondents are very supportive of park and ride facilities (81%). • 73% of people support limiting park and rides to people using public transport. • 74% support introducing a park and ride fee for people not using public transport. • 45% support using time limits for a proportion of car parks within park and rides to ensure some parks are available throughout the day (35% disagree). • 42% support introducing a parking fee, for all users, at park and rides with high parking demand (37% disagree). • 23% of respondents agree that it would be better to sell some park and rides for development (51% disagree). 	<ul style="list-style-type: none"> • Participants love park and rides and want more of them. • People believe park and rides should be limited to those using public transport. • Participants were against introducing fees for using park and rides, even if demand is high. A fee would push people back into cars. • General sentiment is that people should be rewarded for using public transport (rather than their car). Free parking at park and rides is considered one of these rewards. • Participants suggested building multi-levelled car parks to satisfy excess demand for park and rides. • There was a lukewarm response to the idea of time limited parking (2 hours). Most people are using Park n Ride to commute for work (an 8–9-hour day). Even quick trips would take around 4hrs. 	<p>We note the strong sentiment on this topic and propose to move away from the draft approach of pricing all park and rides. Instead we will implement the following measures:</p> <ul style="list-style-type: none"> • Introduce a price/charge for people that park but do <u>not</u> use the public transport service (i.e. park but don't ride). • For a portion of the park and ride, implement a pre-booking system. The system will allow people to pre-book a park at a cost. Initially only 15% of parking spaces will be able to be pre-booked, it will also be capped to ensure a majority of spaces at each site remain 'first come, first served'. • Reserving more space at park and rides for a variety of public transport users, such as for people carpooling, riding bikes and scooters. This will improve access to public transport for a wider range of people. <p>Before spaces at a park and ride are repurposed, we will assess the competing demands for those parking spaces (e.g. rail purposes, or development to optimised adjacent zoning).</p>
<p>Overall feedback on the Parking Strategy Policies</p> 	<p>For 18 of the 25 Parking Strategy policies there was more support than opposition from submitters.</p>	<ul style="list-style-type: none"> • The draft Parking Strategy included 25 Parking Management Policies. For 18 of these policies there was more support than opposition from submitters. 	<ul style="list-style-type: none"> • Not specifically raised in market research survey. Please refer to other topics for insights into people's feelings towards the draft Parking Strategy. 	<ul style="list-style-type: none"> • Not specifically raised in focus groups. Please refer to other topics for insights into people's feelings towards the draft Parking Strategy. 	<p>AT welcomes the overall support for the Parking Strategy Policies. The policies will help to provide Aucklanders with better transport options.</p>

<p>Impact of the Parking Strategy on Auckland's transport system</p> 	<p>Public feedback indicated that a slight majority of respondents think the Parking Strategy will be good for Auckland's transport system.</p> <p>Overall market research revealed several themes about the future of transport and the role of parking:</p> <ul style="list-style-type: none"> A strong majority of respondents acknowledge/support the need to plan a transport system that gets more people traveling by modes other than the car. Generally respondents understand that managing parking is important in ensuring efficient operation of the transport system, but they also want to ensure sufficient parking provision for their needs. A notable number of respondents believe a vision for the transport system will help Aucklanders understand what AT is trying to achieve, the role parking plays, and the rationale for, and benefits of, changes. 	<ul style="list-style-type: none"> 192 respondents believe the Parking Strategy will improve Auckland's transport system. 166 respondents believe the Parking Strategy will make Auckland's transport system worse. 	<p>Not specifically raised in market research survey, but some related comments include:</p> <ul style="list-style-type: none"> 87% think that as the population grows, we need to rethink how we move around the city. 87% think New Zealand should be planning transport infrastructure based on how people will travel in the future. 89% of respondents said that the availability of affordable parking in Auckland is important. 67% agree that paid parking is a good way to ensure parking is available throughout the day for those who need it. 70% of participants agree that the best way to manage the road network is to use existing roads more effectively. 44% think parking should be repurposed or reduced to encourage people to use more sustainable modes of transport (45% disagree). 	<p>Not specifically raised in focus groups, but some related comments include:</p> <ul style="list-style-type: none"> Respondents believe a vision/strategy for the transport system will help Aucklanders understand what AT is trying to achieve, the role parking plays, the rationale for changes and most importantly the benefit of changes. Respondents are not aware of how much population growth is coming to Auckland and the challenge this presents imminently to the transport system Participants believe rapid transit is the solution. Until this is delivered their need to drive and park, will remain, and there is a need for more parking 	<p>AT welcomes the overall support for the Parking Strategy.</p> <p>We recognise that not all aspects of the strategy are universally supported but seek to address some of these concerns through changes to specific proposals, and by working with local communities, businesses, and other interest groups when implementing the strategy.</p> <p>Regarding the market research feedback about ensuring a good quality public transport system before parking is restricted or repurposed; we have developed the Parking Strategy around tiers of parking management, which are aligned to the number and frequency of public transport services in an area, as well as the density and types of land uses.</p> <p>This means that we will not be proactively making parking more regulated or restricted in areas that do not have sufficient access to public transport services. In such areas we will respond to parking issues as they arise and consider the best response based on the public transport and other characteristics of the area.</p>
<p>The public transport network</p> 	<p>Most respondents feel that increased parking management needs to come hand-in-hand with public transport access, and that public transport needs to be a viable alternative to the car.</p> <p>This is consistent with the support for the Tiered approach to parking management, where most people supported more proactive parking management in areas with better access to public transport.</p>	<ul style="list-style-type: none"> 213 respondents believe that public transport needs improving and/or public transport isn't good enough to repurpose parking. 	<ul style="list-style-type: none"> 82% of respondents believe that a lack of public transport options is contributing to Auckland's congestion problems. 89% feel it is very important for AT to invest in public transport over the next 10 years to help people get around easily. 40% believe it is easy to get around Auckland using public transport (38% believe it isn't easy). Driving is currently the most convenient (71%) and cost effective (61%) way to get around the city, and for many it is seen as the only option to get where they need to go. 	<ul style="list-style-type: none"> Participants feel that public transport is not a viable alternative to the car. People believe that public transport needs to be more connected, reliable, and reach deeper into local communities. Respondents believe all Aucklanders want to know what AT's vision and strategy is for solving Auckland's transport issues. They want a big, bold vision. Without this, Aucklanders cannot imagine a future that's not reliant on cars. Participants believe rapid transit is the solution. Until this is delivered their need to drive and park, will remain. Most look to big international cities like Sydney, Melbourne, London, New York, Vancouver (and Europe) for inspiration. Plus Wellington and Christchurch. 	<p>AT recognises that for more people to use public transport more often, it needs to meet their needs. We acknowledge that this is not the case for many people at this point.</p> <p>We have developed the Parking Strategy around tiers of parking management, which are aligned to the number and frequency of public transport services in an area, as well as the density and types of land uses.</p> <p>This means that we will not be proactively making parking more regulated or restricted in areas that do not have sufficient access to public transport services. In such areas we will respond to parking issues as they arise and consider the best response based on the public transport and other characteristics of the area.</p>

