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AGENDA ITEM 20.2 BOARD DECISION PAPER	
To:	The Board
From:	Scott Campbell, Director Strategy and Governance Simon Buxton, Director Customer and Network Performance
Reviewed:	Dean Kimpton, Chief Executive Officer
Date:	11 December 2024
Title:	Draft Room to Move in the City Centre Plan

Aronga / Purpose

- To seek approval to engage with the public on the draft Room to Move in the City Centre Plan (plan).

Tuku mana / Delegation

- This project is being escalated to the Board for consideration given the significant public and political interest in the city centre.

Te tūhonga / Recommendation

That the Auckland Transport Board (board):

- Approves public engagement on the draft Room to Move in the City Centre Plan.

Te whakarāpopototanga matua / Executive summary

- Following adoption of Room to Move: Tāmaki Makaurau Auckland’s Parking Strategy (strategy), we have developed a plan for delivering the strategy in the city centre. This plan is called Room to Move in the City Centre, after the regional strategy.

- The plan is designed to utilise parking and kerbside space in the city centre to improve the local and regional transport system. We aim to maximise movement on key roads, increase access to key destinations, and ensure users help contribute to the cost of providing parking.
- We have worked collaboratively with partners and stakeholders to develop the plan. It responds directly to requests from these groups and aligns with the broader projects and plans for the city centre.
- While this is a 10-year plan, the focus is on delivering short term proposals (2026 delivery), of which there are around 60.
- While there are risks associated with this public engagement - any change will generate differing opinions (particularly in the city centre due to the diversity of residential, business and wider stakeholders) - we believe we have mitigated these risks through the option for provision of some extra parking options (i.e. loading spaces and other measures as outlined in point 17) alongside existing proactive engagement and a strong communication campaign to explain the need to make the most of the space that we have.

Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
May 2023 Board	Room to Move: Tāmaki Makaurau Auckland’s Parking Strategy 2023	The Board approved Room to Move, noting that it should be implemented. The ‘next steps’ of the report note the City Centre Parking Management Plan will be developed.
September 2024 Board	Delivering Room to Move: the parking programme	The Board supported the overall parking programme, but wanted assurance of political input, a carefully crafted engagement approach, and careful attention to each project. The project team has addressed each of these elements in developing the city centre plan.

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Date	Report Title	Key Outcomes
November 2024 Design & Delivery Committee	Draft Room to Move in the City Centre Plan	<p>The Committee suggested that we seek high-profile advocates for parking management. This is covered in our Communications and Engagement Plan and will be a component of the communications campaign. The Committee sought clarity on how stakeholders have been involved (see attachment 3).</p> <p>The Committee endorsed seeking approval from the Board for public consultation on the Draft Plan.</p>

Te horopaki / Background

8. Room to Move: Tāmaki Makaurau Auckland’s Parking Strategy is Auckland Transport’s (AT) parking and kerbside space strategy. It was approved in 2023, following a comprehensive engagement process. It sets out the principles and policies which underpin a consistent approach to the use of parking and kerbside space across Auckland, so it integrates with, and contributes to, the broader transport network.
9. AT then developed a 10-year parking and kerbside programme to implement the strategy. A key part of this programme is the development and delivery of around 70 ‘comprehensive parking management plans’ in centres and key locations around the region. The city centre is the first of these to be developed.
10. These plans involve technical analysis of the allocation and use of parking and kerbside space across a given area, working with partners and stakeholders to identify issues and opportunities, and then developing change proposals for specific streets to present for public engagement.
11. The city centre is a key pou (pillar) of Tāmaki Makaurau Auckland, playing a critical role in the region’s transport networks. It is vital that roads and streets,

being valuable and limited public resources, are optimised and managed efficiently to support access, transport and other opportunities.

12. There is a ‘whole of Council’ integrated city centre programme, led by Eke Panuku, and Room to Move in the City Centre is integrated across this entire programme.

Te hononga ki te “Statement of Intent 2024-2027”/ Alignment to Statement of Intent 2024–2027

13. Through the Statement of Intent, we are committed to understanding Aucklanders’ needs, ensuring the benefits of our investment, environmental outcomes, economic affordability and value for money, and balancing the immediate needs of Aucklanders with future outcomes.
14. Community engagement on this project, as well as the wider parking management programme continues to improve our understanding of our communities’ needs and impacts on our customers.
15. Public engagement raises the profile of parking management and allows us to promote its benefits. For example, time restrictions support parking turnover and enable more customer access.
16. By managing parking, we improve efficiencies in the transport system and can leverage this resource to:
 - i. prioritise movement of people and goods on key routes to optimise the network,
 - ii. create and manage easy and accessible parking to support access and business,
 - iii. get users to contribute to the cost of parking to reduce the burden on ratepayers.

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Me mōhio koe / What you need to know

17. We have identified around 60 short term change proposals in various locations around the city centre as part of this project. These are made up of a range of interventions, including:
 - a. turning time-restricted parking to paid parking,
 - b. new parking places for motorcycles, bicycles and e-scooters,
 - c. new loading zones,
 - d. new mobility parking spaces,
 - e. new taxi/rideshare spaces,
 - f. other changes (such as new CCTV to support monitoring).
18. The locations and types of changes for short term, and medium/long term, are included as Attachment 1.
19. In addition, we have identified system-wide initiatives, including aspects of the parking system that we already manage but may need a different approach (e.g. the concept of bookable loading zones), and some new areas of work. These initiatives will need further investigation and will rely on prioritised programme / project funding. These are listed, with a brief explanation, in Attachment 2.
20. This engagement will not include a consultation on the overnight city centre parking proposal, which has been engaged on separately; however, it will provide the implementation details and date as context to this wider city centre engagement.

Engagement

21. We have already undertaken extensive engagement in developing the draft plan including working with the Waitemātā Local Board, as the core representatives of the community, a range of key stakeholders, from regional entities like AA, through to local organisations like Heart of the City and universities.

22. We have also had thorough engagement across the Council family, including briefing the Transport, Resilience and Infrastructure Committee (TRIC). A complete list of stakeholders involved in the development of the plan is included as Attachment 3.
23. There has been good support for the plan from partners and stakeholders, including the process. The main areas of feedback outside of support were a desire to see change happen faster, concern about the amount of change/disruption happening in the city centre, and confusion about the number of projects underway.
24. Engagement with the public will provide AT an opportunity to give the public an overview of the plan for the city centre whilst also providing an additional opportunity to highlight how it supports the delivery of the City Centre Master Plan and the Room to Move: Tāmaki Makaurau Auckland's Parking Strategy.
25. A comprehensive communications and engagement plan, including detailed key messages, is under development.
26. A communication campaign will support the delivery of this engagement. It will communicate the 'why' behind changes to parking and kerbside space across the region, under the banner of the role of roads and how parking spaces support this role.
27. A 'city centre parking' specific communications campaign will explain the proposals within the broader context and encourage feedback. We will be providing customers with the ability to 'drill down' to comment on a specific street, or at a higher level on a topic (like loading zones), so people can cater their feedback to their needs.

Risks

28. The primary risk is negative sentiment towards AT, given we are proposing further changes to the city centre (including from some stakeholders who are unhappy with the pace or nature of the changes), and in particular changes to parking, which is always a topic people have a high level of interest in. This will be mitigated through proactive communications that these changes are small scale (particularly when compared to existing projects), low impact, aren't due

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to start for at least another 12 months and will support better transport access. This risk is likely and high consequence, though the proactive communications campaign will lower the consequence.

- 29. The other risk is concern from elected members, partners or stakeholders that they are unaware of the project and proposals. We have mitigated this through significant engagement throughout the development process. We are confident that we have covered all interested parties. This risk is possible and high consequence. We will mitigate any unintended gaps by using the public consultation process as an opportunity to engage with these people and ensure their views are fully considered.

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

- 30. The capital budget for delivery of Room to Move in the City Centre short term initiatives is secured through the Long Term Plan.
- 31. There is no current budget for medium/long term initiatives, so they are not presented as firm, committed plans. Instead, we will use the consultation to gauge broad interest. Further investigation work is likely needed for these initiatives.

Ka whaiwhakaaro ki te Tiakanga Taiao / Climate change and sustainability considerations

- 32. There are limited to no climate change or sustainability considerations associated with this topic, beyond the alignment of this project with the broader climate change and sustainability strategic objectives in the City Centre Masterplan.

Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Building on feedback received on the regional parking strategy, we have engaged with mana whenua and mātāwaka in developing this work. Mana whenua raised concerns about the availability of city centre parking affecting people who may need to use it e.g. service and hospitality workers. Also, that pricing could cause perverse outcomes e.g. no visitors. Discussions with a University marae spokesperson included insight on the issues around loading and servicing, as well as parking, that they face with the location being heavily utilised for events, as well as a Te Ao Māori perspective. We are currently reporting our Māori engagement to Houkura.
Elected members	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Waitemātā Local Board has been a key contributor to the plan throughout its development. Through engagement on the regional parking strategy, they note that parking issues are complex in their area, with issues ranging from concerns about road design, low fines and the need for more enforcement. They support developing this plan and recently resolved unanimous support for public engagement on this work. The TRIC was also briefed, covering both the broader regional Room to Move programme and Room to Move in the City Centre.
Council Controlled Organisations	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	We worked with Council, Eke Panuku and Tātaki Auckland Unlimited to develop the plan. We have been working with Council and Eke Panuku to align strategic outcomes, city centre streetscape development and precinct planning.

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Ā muri ake nei / Next steps

33. With board approval, we will publicly engage in February 2025. We will use public feedback to update the plan and re-engage with partners and stakeholders (particularly the Waitemātā Local Board). We will return to the Board for final approval of the plan, before detailed design and delivery commences.

Ngā whakapiringa / Attachments

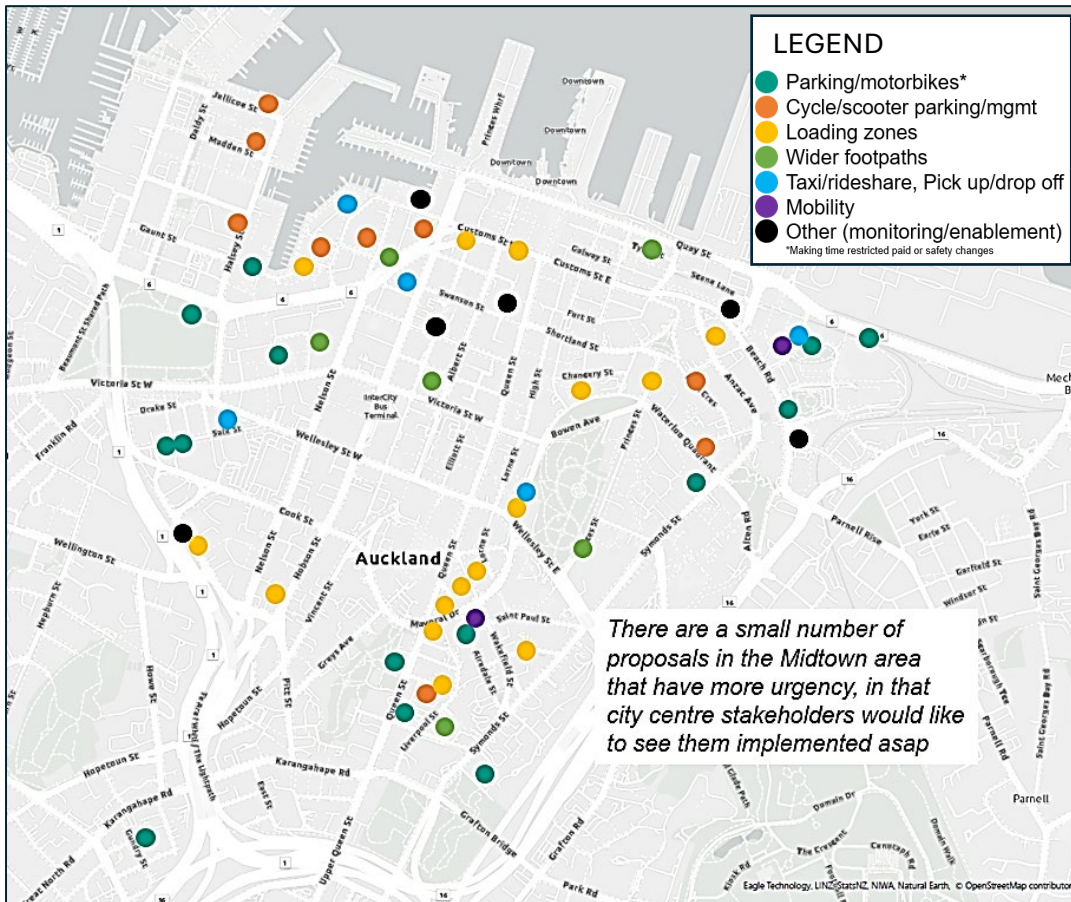
Attachment #	Description
1.	Maps indicating short-term, medium and longer-term proposals
2.	List of system-wide initiatives
3.	Stakeholders approached as part of developing this draft plan

Te pou whenua tuhinga / Document ownership

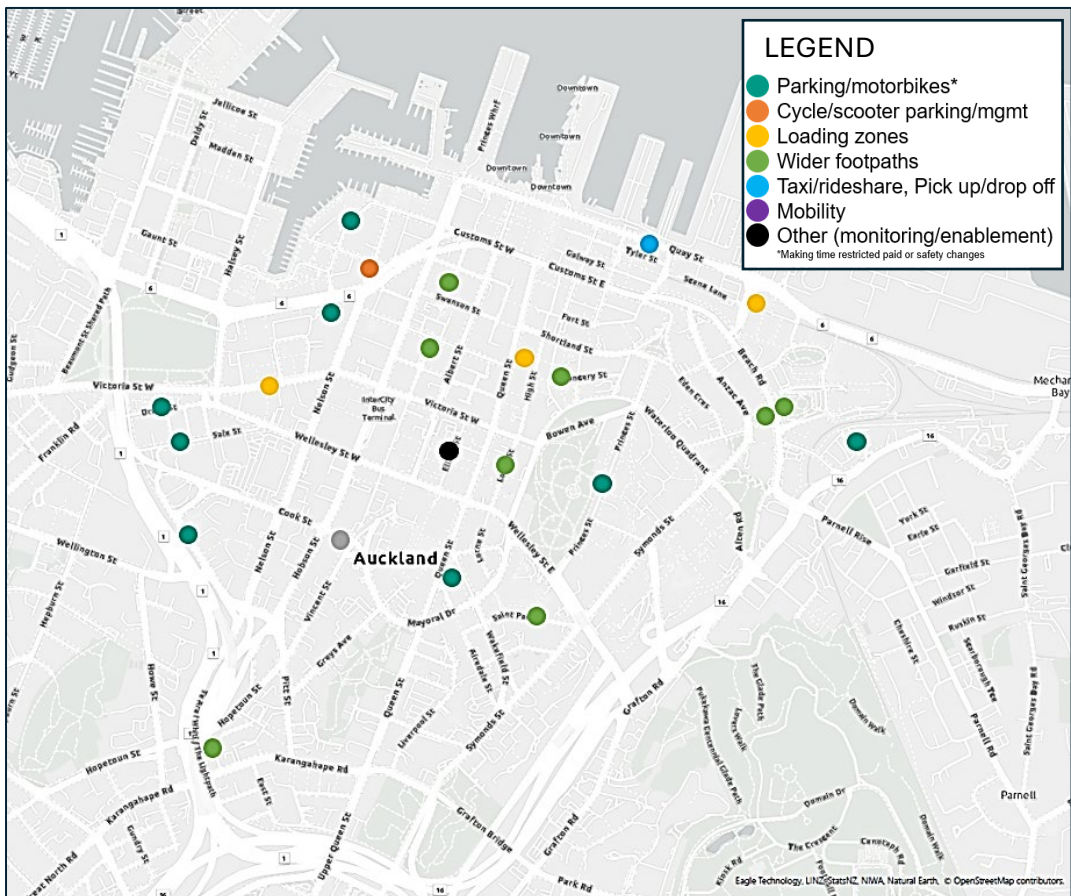
Submitted by	Recommended by	Approved for submission
Claire Covacich Principal Transport Planner, Integrated Network Planning	Scott Campbell Director, Strategy and Governance	Dean Kimpton Chief Executive
		

Attachment 1

Short term change proposals:



Longer term change proposals:



20.2.2 Attachment 2, List of system-wide initiatives for parking management in the City Centre

These include aspects of the parking system that we may already manage but may need a different approach (for example bookable loading zones), and some new areas of work.

Note that these initiatives will need further investigation and would rely on prioritised programme / project funding.

- Investigate bookable loading zones
- Investigate logistics hubs and consolidated centres
- Support more efficient vehicles for deliveries
- Optimise Loading and Servicing in Shared Spaces
- Support off-peak goods delivery and access for large/service vehicles
- Adopt a data-led approach to kerbside management
- Improve customer information on parking
- Improve customer information through use of digital signage
- Continually work on compliance monitoring
- Regulate rideshare pick-up / drop-off restricted areas
- Regulate micromobility / scooter drop off areas
- Investigate / Review Event Area Traffic Management Plans (TMPs)
- Other policy proposals around parking pricing and supply (some of these are Council and Government jurisdiction)

Attachment 3: Stakeholders approached or involved in developing Room to Move in the City Centre

These stakeholders attended the Key Interest Group Workshop and provided feedback:

- City Centre Residents Group
- Heart of the City
- Fire and Emergency NZ
- University of Auckland and Auckland University of Technology
- Transport advocacy groups – AA, Greater Auckland, Living Streets Aotearoa, Campaign for Better Transport
- Wynyard Quarter Traffic Management Assoc
- Council Advisory Panel representatives
- Disability advisers
- National Road Carriers
- NZ Couriers
- Corporate Cabs
- CityHop (carshare)
- Ngāti Whātua Ōrākei Whai Rawa
- Hospitality NZ

These stakeholders did not attend the workshop, but have provided feedback and input through other mechanisms:

- Business Associations: Parnell and Karangahape
- Bike Auckland
- Jolt (electric vehicle charging)
- Uber
- Mevo (carshare)
- Micromobility/scooter operators: Beam, Lime
- Bus and Coach Association
- Hotel Council Aotearoa

These stakeholders were approached but did not provide feedback:

- Generation Zero
- Auckland Business Chamber
- Freight industry/ logistics companies: Transporting NZ, FUSO, Interfreight, Bonneys, Carr & Haslam, Heavy Haulage Association, Mainfreight, AIA, Foodstuffs, Woolworths, Coca Cola, Drive Electric (note that we liaise with these companies through AT's freight forums.)
- Urgent Couriers
- NZ Post

- Trade/servicing companies (we approached Master Electricians, Master Painters, Master Plumbers Gasfitters & Drainlayers NZ, Registered Master Builders Association, Roofing Association of NZ)
- Property commercial interests: VHHL, Precinct, Britomart, Cooper & Co (note that some of these stakeholders are represented on the City Centre Advisory Panel.)
- Some specific service-sectors (we contacted Driving Miss Daisy, Meals on Wheels and some nursing agencies)
- Real estate companies
- Body Corporate Chairs
- NZ International Convention Centre
- Waste Management, Rubbish Direct Ltd
- City Mission
- Places of worship