



Asset Class Management Plan

Parking

2020



Read me first: what it means that this document has been approved for retention by Auckland Council

Status of this document

On 6 May 2026, the New Zealand Government passed the Local Government (Auckland Council) (Transport Governance) Amendment Act. This legislation changed transport decision-making and responsibility for Auckland.

As part of this legislation, Auckland Council was required to review all transport-related and in-force Auckland Transport policies and plans to decide whether to retain, amend or revoke the policy or plan.

On 21 September 2026, Auckland Council approved the retention and transfer of this document to the council. In accordance with the Act, the document continues in effect until it is reviewed, replaced, or revoked.

This document remains in effect but should be considered alongside Auckland Council's current strategic direction and statutory transport planning requirements.

Alignment with Auckland Council group strategic direction and transport planning requirements

Auckland Council current strategic direction provides the wider context for how this document should now be interpreted and applied. This includes relevant Auckland Council strategies, policies, plans, investment decisions, regulatory settings, and local board direction.

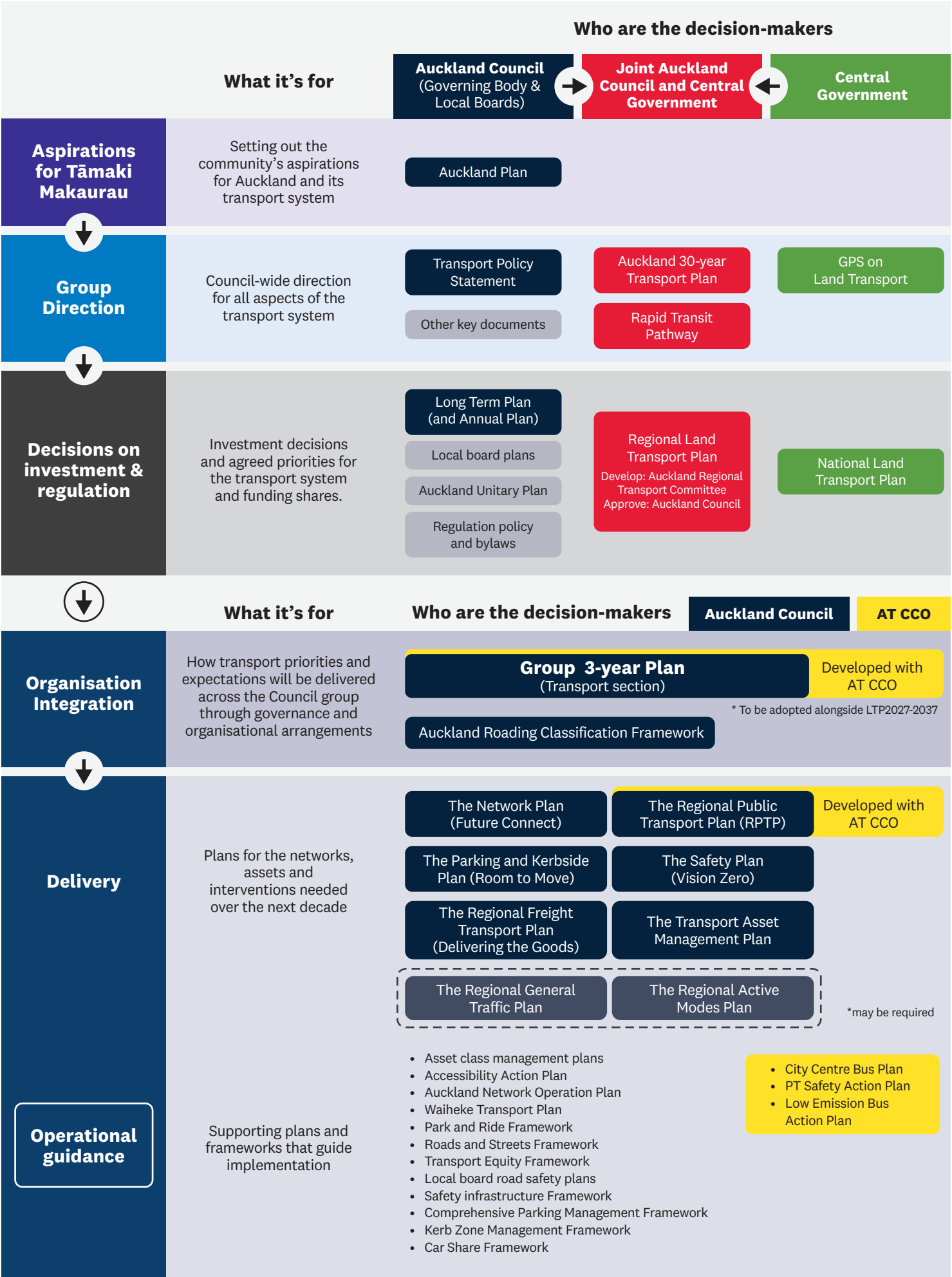
Transport planning is also guided by legislation and related planning documents introduced through the reforms. This includes the Auckland Council Transport Policy Statement, the Auckland Regional Transport Committee, the 30-year Transport Plan for Auckland, the Regional Land Transport Plan, and related transport governance and planning requirements.

The Auckland Council Group Strategic Framework (Transport view), shown below, provides context for how transport-related strategies, plans and frameworks fit together. It is intended as an evolving guide and will continue to be refined as documents are reviewed and updated. The Asset Class Management Plan – Parking was prepared under previous governance arrangements. While it remains in effect, the way it should be interpreted and applied, and its relationship with the broader framework today may differ from how it was originally intended. To ensure accurate interpretation, advice should be sought jointly from Auckland Council's Group Strategy and Transport Policy functions.

Auckland Council Group Strategic Framework

(Transport view)

Simplified view only. Documents often span multiple layers and relationships. Higher-order direction takes precedence. Seek guidance where interpretation is required. Subject to ongoing refinement.



Application within Auckland Council's shared governance model

Auckland Council's shared governance model allocates decision-making responsibilities between the Governing Body and local boards. The transport reform legislation changed how this model applies to transport by assigning additional responsibilities to local boards for local and collector roads, while arterial roads and specific precincts are wholly under the decision-making responsibility of the Governing Body.

The Auckland Roding Classification Framework determines the split in road type and therefore decision making, and shows individual road categories.

By retaining this document, the Governing Body confirmed that it remains part of Auckland Council's approach to transport planning and decision-making. It should be taken into account when Auckland Council plans, funds, regulates, and delivers transport services and infrastructure.

The Allocation of Decision-Making Framework sets out the respective responsibilities of the Governing Body and local boards. Local board decision-making responsibilities for local and collector roads include:

- **Parking and stopping controls:** Such as no stopping restrictions (broken yellow lines), angle parking, time restricted parking, parking zones,
- **Traffic Controls:** Such as community streets (community led play streets), pedestrian crossings, speed humps, speed limits,
- **Road corridor and network access permissions and conditions:** Corridor access approvals for events (excluding Eden Park events that impact arterial roads),
- **Property and landowner (road reserve) decisions:** Such as removal of hazardous encroachments affecting road safety, airspace and subsoil leases,
- **Infrastructure:** Such as footpaths and cycle paths (new or modified), installing monuments, removal of third-party structures.

Where local boards are responsible for decisions covered by this document, they should take it into account when making those decisions. The document does not change or limit local board decision-making powers.

**Asset class
management plan**

Draft

Parking

December 2020



PARKING ASSET CLASS MANAGEMENT PLAN

SharePoint link: [Parking ACMP](#)

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	Name	Signature	Date
Lead Author:	Anna Percy Asset Management Engineer		
Financial Modeller:	Carmela Tamayo Senior Asset Management Engineer		
Reviewer:	SB (Siri) Rangamuwa Asset Planning & Policy Manager		
Recommended:	Myles Lind Asset Manager		
Endorsed:	Murray Burt Chief Engineer & Asset Management		

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Executive summary

AT manages parking assets with a total value of \$426.3 million



11 carpark buildings

Replacement value
\$303.8 million

Depreciating at
\$4.7 million/year



958 payment
machines

Replacement value
\$4.7 million

Depreciating at
\$0.5 m/year



253 at-grade car parks
(excludes Park & Ride)

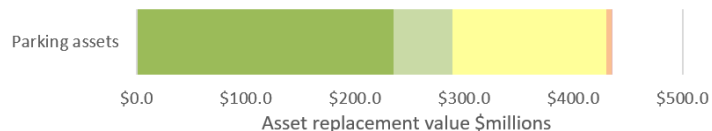
Replacement value
\$117.8 million

Depreciating at
\$2.5 million/year



Asset deterioration

The value of parking assets in very poor condition is \$0.2 million or 0.1% of total value. Most parking assets in poor and very poor condition are components of lifts and automatic doors which need regular servicing and replacements.



Criticality and resilience

Downtown and Aotea carparks each cater for over 3 million visitor movements per year, making them Vital assets in AT's criticality framework. Renewals of poor and very poor assets at these locations are a priority because of the impact on customers.

	Very good	Good	Moderate	Poor	Very poor
Parking assets	\$235.5	\$53.3	\$141.5	\$4.4	\$0.2
Criticality					
1 - Vital	\$164.0	\$33.3	\$13.2	\$3.6	\$0.1
2 - Major	\$17.7	\$13.9	\$2.4	\$0.5	\$0.1
3 - Significant	\$20.6	\$0.2	\$0.1		
4 - Local	\$28.9	\$1.0	\$0.6	\$0.1	
5 - Minor	\$4.3	\$5.0	\$125.3	\$0.2	
	\$235.5	\$53.3	\$141.5	\$4.4	\$0.2



Growth and demand

The provision of parking has both benefits and disbenefits in creating a quality urban environment that supports growth and encourages sustainable transport choices.

AT manages off-street parking under a delegated authority which is quite restrictive compared to AT's authority to manage other transport assets. Strategic decisions on parking and land use rest with Auckland Council. This ACMP is based on an assumption that there will be no net change in the number of parking buildings or offstreet carparks.



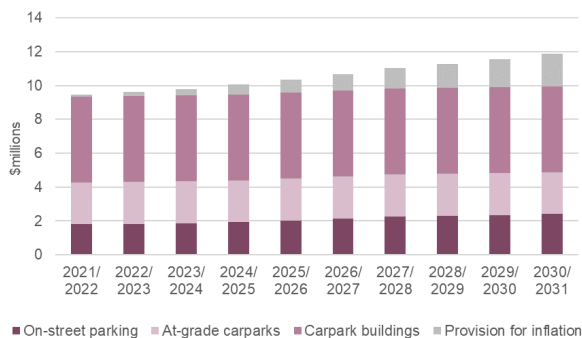
Safety

AT is responsible for providing safe facilities that meet building standards and are well lit, clean and welcoming.

Investment recommendations

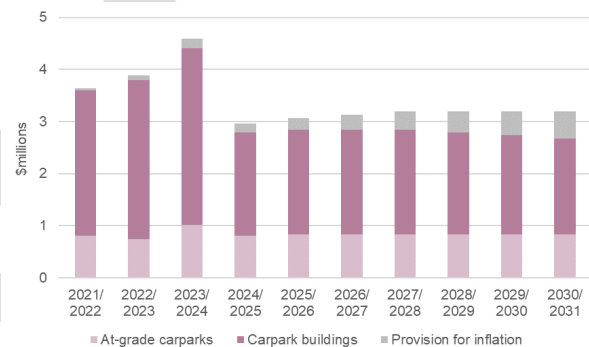
Maintenance and operations

Maintenance and operations costs for carparks increase with inflation, and to a lesser extent because assets need more maintenance as they get older. Total operational costs are more than offset by revenue, but most parking revenue comes from on-street parking and a small number of city centre carparks.



Renewals

The majority of renewals needs relate to the Downtown and Victoria St carpark buildings, which were constructed in the 1960s. Both buildings require significant renewals, but their future is uncertain. Renewals needs have been forecast based on AT's existing commitments.



Forecast maintenance and operations investment needs

Forecast renewals investment needs

Parking risk register

Risk category	Risk detail	Risk rating
Natural hazards	Seismic risk at Downtown and Victoria St carparks, which were built before seismic standards were introduced	High
Asset integrity	Asset failure (end of life) of carpark building components	
Asset integrity	Asset damage from vehicle crashes Asset damage from vandalism	
Asset integrity	Asset damage (fire)	
Political/ reputational risk	AT operates off-street carparks under a delegation of authority from Auckland Council, which was last reviewed in 2015. The delegation does not fully align with current practice.	

Details of risks and of mitigation strategies are set out in Section 5.5.

Parking strategic decisions

AT is in the process of reviewing its 2015 [Parking Strategy](#). Asset management issues which have been highlighted for review as part of this process include:

- Reviewing the delegation of authority from Auckland Council to AT for the management of carparks. Is it too restrictive?
- Provide guidance on how renewals of carpark assets are to be prioritised, especially for the City Centre parking buildings.

1 About this plan

This asset class management plan (ACMP) explains how Auckland Transport will manage parking assets over the coming 10 years.

It draws on what we know about the activities and costs required to manage these assets in the past, to plan how we will continue to manage them in the future.

This ACMP includes information about:

- AT-managed carpark buildings
- AT-managed offstreet parking areas
- Pay by plate machines and other technology for parking management

This ACMP does not cover:

- Park and Ride facilities (these are in the Bus, Rail and Ferry ACMPs)
- On-street parking areas including angle parking (these are in the Road pavements ACMP and the Traffic Systems, signs and markings ACMP)
- Enforcement. There are no infrastructure assets associated with these activities

1.1 How this plan fits in our asset management framework

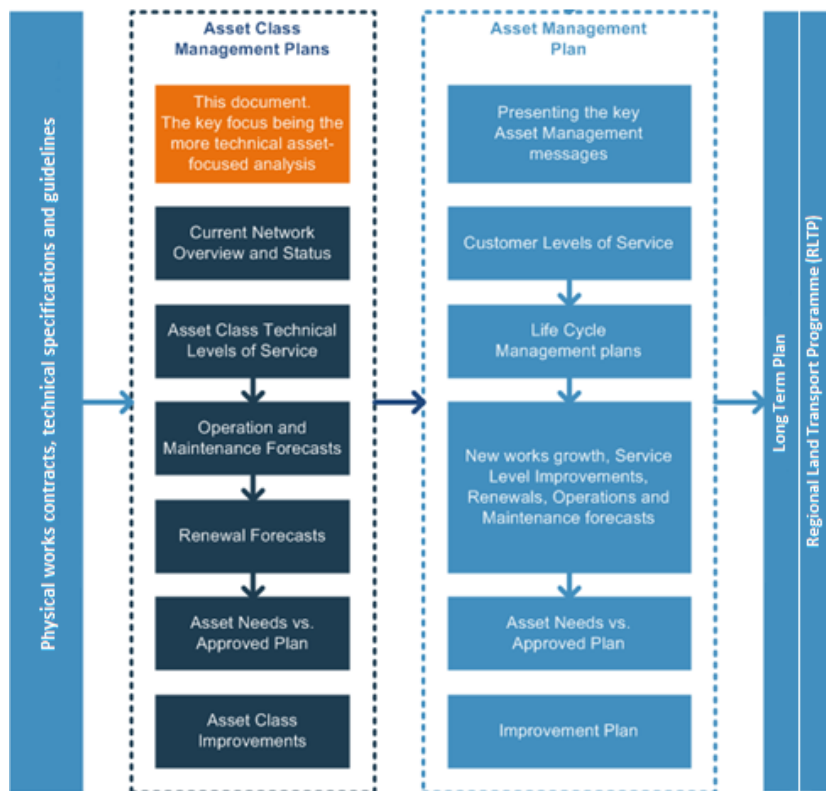
Auckland Transport manages a significant network of transport assets. Together, they provide safe, efficient and effective transport services for the Auckland region.

Auckland Transport develops plans for these assets to ensure that the network and its services are efficiently managed.

There are two levels of plans:

- an overarching network-level asset management plan, which acts as an umbrella plan, capturing all of the network's requirement
- asset class management plans, which focus on the requirements of each of the 15 asset classes. These asset class management plans are designed to be used in conjunction with the asset management plan.

Figure 1-1 shows how this asset class management plan fits into Auckland Transport's overall asset management planning.



1: Asset management planning document framework

1.2 Parking roles and responsibilities

This plan is about physical assets, with a focus on off-street parking. Roles and responsibilities for off-street parking are different from other assets.

The Local Government (Auckland Council) Act (Section 37) defines the Auckland transport system and specifies that the transport system managed by AT **does not** include—

“[...] (iii) off-street parking facilities under the control of the Council”

In practice, this means that:

- AT is responsible for managing on-street parking
- AT is responsible for Park and Rides
- Auckland Council is responsible for council owned off-street parking including at-grade car parks and carpark buildings.

The Act also provides that Auckland Council may delegate responsibilities to AT. Auckland Council has subsequently resolved to delegate the control and management of council owned off-street parking to AT. At its meeting on 25 July 2015, the Governing Body resolved to replace all existing delegations in relation to the management and control of off-street parking with a single delegation, which is included as [Attachment 1](#).

Compared to AT’s authority to manage the transport network overall, including on-street parking and Park and Rides, the delegation from Auckland Council in relation to off-street parking is quite restrictive. The delegation specifically excludes AT from establishing any new, or extending any existing, Council owned off-street parking facilities. The delegation does not specifically mention asset management or renewals, either as a delegated function or as an exclusion, although it does refer to “all responsibilities,

duties and powers...” and in practice AT does undertake asset management for off-street carparks, as set out in this Asset Class Management Plan.

The delegation makes it clear that AT, in its decisions on off-street carparking, must consider the interests of Council, its local boards and the managers of Council facilities associated with particular carparks, for example libraries, community facilities and parks.

AT may retain the revenue from off-street carparks, and use any surplus revenue to offset its total annual funding requirement from Auckland Council.

In summary, while AT is delegated off-street parking management, Council remains the owner and the planning authority for off-street carparking. This leaves AT in the position of being in charge of the asset but not of setting the strategic vision. The current delegation of authority resolves these issues in relation to day to day operations and maintenance, but in the area of renewals there remains a significant risk that AT will invest to extend the useful life of assets which are not part of Auckland Council's future plans. This risk is considered further in the Risk Management section of this plan.

1.3 Strategic context for off-street parking

1.3.1 National strategic context

The NZ Transport Agency, which co-invests with AT for most roading and public transport activities, does not fund any activities relating to off-street carparking (except Park and Ride) and does not consider parking as a transport benefit in its [benefits framework](#). Off-street carparking, with the exception of Park and Ride, also falls outside the scope of the [Auckland Transport Alignment Project](#).

There are important changes to planning for parking in the [National Policy Statement on Urban Development](#) which took effect on 20 August 2020. The Policy Statement aims to facilitate an urban environment where more people live and work within a walkable range of city centres and rapid transit stops. One major policy change is that Councils are no longer able to set minimum car parking requirements, leaving developers free to determine the number of carparks in their developments, including the option not to provide parking at all. This specific change will have the flow-on effect of increasing demand on public parking. A separate flow-on effect of the Policy Statement will be reduced supply of public parking because Councils are also required to enable intensification and to reduce reliance on cars for transport.

1.3.2 AT Parking Strategy 2015

AT prepared a [Parking Strategy](#) in 2015 which set out its approach to the management of on-street parking, and recommended policies relating to off-street parking which were adopted by Auckland Council Governing Body on 25 June 2015.

The Parking Strategy set the following objectives for the management and supply of parking in Auckland:

1. Prioritise the safe and efficient movement of people, services and goods on the road network.
2. Facilitate a transformational shift to public transport.
3. Provide an outstanding customer experience at AT operated on and off-street facilities.
4. Support the economic development of the Auckland City Centre, metropolitan and town centres.
5. Support place-making, amenity and good urban design outcomes.
6. Ensure a fiscally responsible approach to providing, managing and pricing parking facilities and that benefits cover costs.

The objectives of the 2015 Parking Strategy are used to inform the asset management decisions in this Asset Class Management Plan.

1.3.3 AT parking strategy review

AT has undertaken in its current [Statement of Intent](#) to review the Parking Strategy by 2022/2023. This provides an opportunity to address the following policy issues arising from the delegation of authority:

- 1) Provide a definition of which carpark count as Park and Rides, and recognise (or alter) the status quo that Park and Rides are managed by AT as part of the public transport network and are therefore not defined as “off-street parking” or covered by the Council’s delegation of authority for off-street parking.
- 2) Consider whether Section B of the delegation of authority, which prohibits AT from establishing a new carpark or expanding an existing carpark, still reflects the wishes of the Governing Body and Local Boards
- 3) Provide guidance on how AT is to ensure that the benefits of parking exceed the costs, given that provision of parking (with the exception of park and ride) does not generate transport benefits under the Government’s [benefits framework](#).
- 4) Provide guidance on how renewals of at-grade off-street carparks and carpark buildings are managed, including:
 - a) Recognise (or alter) the status quo that AT is the asset manager for the carpark buildings and at-grade carparks that it manages, and that AT will manage and mitigate asset risks and will include any required renewals works in its capital budget.
 - b) Provide guidance on how renewals, which are a capital cost, are taken into account when AT calculates the surplus revenue from its off-street carparking activities
 - c) Recognise that for AT to be an effective asset manager, we need to be aware of any future plans to sell or redevelop existing off-street carparks, or to acquire new carparks
 - d) Provide clarity on AT’s role in managing carparks which occupy part of a multi-use building

2 Assets covered by this plan

In this section we outline the number and classes of the assets covered by this plan, and provide an overview of their current condition, age, performance and valuation.

Parking asset classes included within this ACMP are shown in Table 2-1, together with the number of assets within each class.

Table 1: Parking asset inventory

Asset Class		Number	Replacement value	Current (depreciated) value	Annual depreciation
	Carpark Buildings	11	\$303.8 million	\$158.4	\$4.7
	At-grade carparks (excludes Park and Ride)	253	\$117.8	\$83.1	\$2.5
	Pay by plate machines	958	\$4.7	\$3.1	\$0.5
	Total parking assets		\$426.3 million	\$244.6	\$7.7

2.1 Carpark buildings

AT manages eleven carpark buildings in total. Of these, seven are standalone carparks that provide three or more levels of public parking. These are:

1. Downtown car park
2. Civic car park (located under Aotea Square)
3. Victoria St car park
4. Fanshawe St car park
5. Ronwood Ave car park (on the corner of Ronwood and Davies Avenues, Manukau)
6. McCrae Way carpark (next to New Lynn Rail Station)
7. Toko Puia carpark (which opened in December 2020 on the “Gasometer” site in Takapuna)

AT also manages parking assets, on behalf of Auckland Council, in four multi-use buildings:

8. The Beresford, Beresford Square car park (ground floor parking in a multi storey building)
9. Garfield St, Parnell (ground floor parking in a multi storey building)
10. Upper Queen St (ground floor parking in a multi storey building)
11. Trading Place, Henderson (within the Henderson Library/Unitec building. This building is not owned by Auckland Transport)

The value of carpark building assets recorded in AT’s asset register is shown in Table 2.

Table 2: Carpark building valuations as at 30 June 2020

Asset Group	Name	Construction date	Replacement value	Current (depreciated) value	Annual depreciation
Carpark Buildings	Civic	1995	\$117.9	\$79.2	\$1.7
	Downtown	1968	\$87.6	\$29.2	\$1.4
	Fanshawe St	1985	\$18.0	\$5.1	\$0.4
	Victoria St	1962	\$34.5	\$17.8	\$0.4
	Ronwood Ave	2013	\$20.9	\$12.5	\$0.2
	McCrae Way	2012	\$12.7	\$11.3	\$0.2
	Toko Puia	2020	n/a	n/a	n/a
Parking assets at:	Beresford Square	1994	\$9.4	\$1.0	\$0.4
	Garfield St	2005	\$1.1	\$1.0	\$0.0
	Upper Queen St	2002	\$1.7	\$1.2	\$0.0
	Trading Place (not in AT’s asset register)		n/a	n/a	n/a
Carpark Building total value			\$303.8	\$158.4	\$4.7

Note: all values exclude land

2.1.1 Management of carpark buildings

AT’s management of carpark buildings aligns with the Parking Strategy goals, in particular the goals to:

- Manage carpark buildings in order to support the economic development of the Auckland City Centre and metropolitan centres
- Provide an outstanding customer experience at AT operated on and off-street facilities, and
- Ensure a fiscally responsible approach to providing, managing and pricing parking facilities and that benefits cover costs.

AT is not responsible for long term decisions on the future of carpark buildings. These assets, and the land on which they stand, represent a significant community investment which could be put to other uses. These decisions rest with Auckland Council.

AT's responsibilities for renewals of carpark buildings is not clearly set out under the existing delegated authority (Attachment 1). There is also no formal requirement for Auckland Council to notify AT of any proposal to redevelop or sell these assets.



Figure 2: Auckland's [City Centre Masterplan](#) envisages the eventual redevelopment of the Downtown car park.

The delegated authority is also silent on AT's responsibilities in managing carpark assets in multi-use buildings where owners and/or a body corporate also have maintenance and renewal responsibilities.

These issues are considered further in the Risk Management section.

2.1.2 Condition of carpark buildings

AT operated carpark buildings are regularly inspected by AT staff, with a full structural inspection by specialist consultants every two years. AT inspected ten carpark buildings in 2019 or 2020. The one carpark building that was not inspected was Toko Puia, which opened in December 2020.

The results of the structural inspections is shown in Figure 3. Overall, 98.6% of carpark building assets (by asset value) are in good, very good or moderate condition (grades 1 to 3 on a scale of 1 to 5).

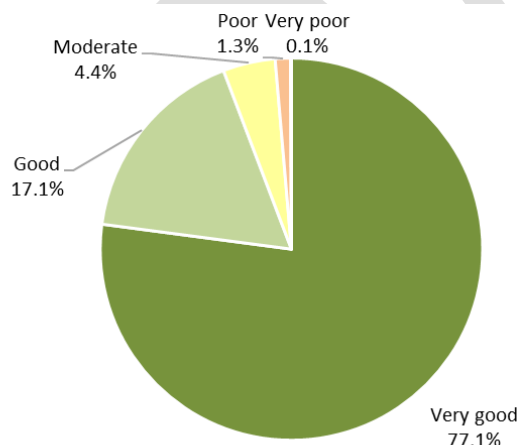


Figure 3: Carpark building asset condition

2.2 At grade carparks

AT manages 267 off-street at-grade carparks (excluding Park and Ride) on behalf of Auckland Council. These are listed in Attachment 2.

Most are simple paved areas with asphalt surfacing, signs and markings, and lighting. Some have payment machines and/or barrier arms. AT's asset register records three public toilets in car parks that are maintained by AT.



Figure 4: Pompallier Terrace carpark

Table 3: At-grade carpark valuations

Asset Group	Name	Count	Replacement value	Current (depreciated) value	Annual depreciation
At-grade carpark	At-grade carparks	253	\$117.1	\$82.8	\$2.5
	Toilets in at-grade carparks	3	\$0.7	\$0.3	\$0.0
At-grade carpark total			\$117.8	\$83.1	\$2.5

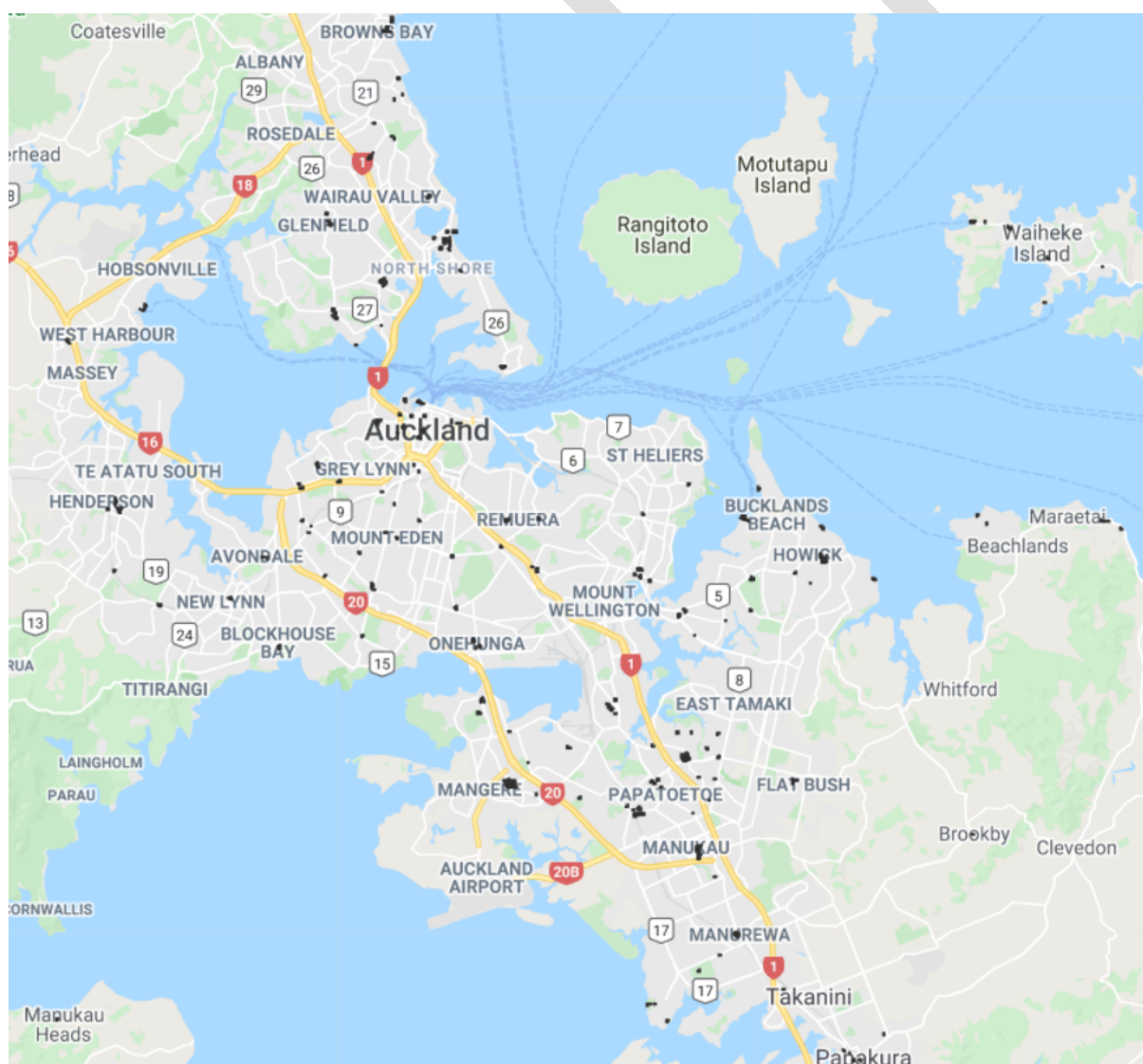


Figure 5: AT at-grade carparks (excluding Park and Ride)

AT has the delegated authority to manage at-grade carparks, collect revenue and enforce parking restrictions, as set out in Attachment 1. There are two levels of management of AT carparks:

- **Managed at-grade carparks** generally have time restrictions and/or user charges. Assets at these locations may include shelters, barrier arms, toilets and payment machines. AT Facilities Management team is responsible for the operation and maintenance of these carparks
- **Other at-grade carparks** are simply Council-owned locations where parking is provided for. The sealed surface, signs and markings and lighting assets at these carparks are managed as part of AT's overall road maintenance contracts.

The most significant asset that AT manages is the carpark pavement itself, which is usually asphalt. All at-grade carparks, whether managed or not, are included in AT's pavement condition assessments and each year AT includes some carparks in its road resealing programme.

Land used for car parking is a significant Council-owned asset. Decisions on how this land is used rest with Auckland Council as well as interested Council Controlled Organisations including Panuku and AT.

2.3 Pay by plate machines and the AT Park app

AT has completely replaced its earlier parking payment machines with Pay by Plate, a more efficient technology which allows AT to better manage onstreet and at-grade parking while removing the need for customers to return to their car with a paper ticket.

As at December 2020, AT had 895 parking payment machines in use, and 63 in storage, either as spares or when temporarily removed for road works.

Not all parking payment machines will accept cash. Providing for cash collection is relatively expensive in proportion to the money collected, and the machines are more prone to vandalism.



Figure 6: Metro and Metrolite payment machines

For even more convenience, customers can download the AT Park app on their phone, and simply enter the area ID at the start of their parking session.

Table 4: Parking payment machine valuation

Asset Group	Name	Replacement value	Current (depreciated) value	Annual depreciation
Pay by plate	958 pay by plate machines	\$4.7 million	\$3.1 million	\$0.5 million

2.4 Expected life of Parking assets

Expected lives for Parking assets are set out in Table 2-7. The components and useful lives used for carpark buildings match those used for all public buildings owned by AT.

Table 5: Expected useful lives of Parking assets

Asset		Expected life	
Carpark buildings	Exterior works	40	years
	External fabric	41	years
	Interior finishes	36	years
	Non property	13	years
	Services	20	years
	Special	33	years
At-grade carpark	Asphalt carpark surface	20	years
Parking payment machines		10	years

2.5 Assets not covered by this plan

The following assets, although related to parking, are not covered by this plan:

- On-street parking areas including marked “angle” parking
- Park and Ride facilities at bus, rail and ferry stations
- Enforcement (ticketing) machines

2.5.1 On-street parking

The Local Government (Auckland Council) Act makes it clear that AT is responsible for the management of on-street parking, including setting time limits and/or charges for onstreet parking. AT prepared a [Parking Strategy](#) in 2015 which set out its approach to on-street parking, and has undertaken in its current [Statement of Intent](#) to review this strategy by 2022/2023.

Vehicle parking areas in the road corridor, including parallel and angle parking count as on-street parking. The physical assets used for on-street parking are included in other Asset Management Plans. The sealed surface itself is treated as part of the road network and included in the Road Pavement Asset Class Management Plan, and signs and markings form part of the Traffic Signals, Signs and Markings ACMP.

Parking payment machines are used for both on-street parking and at-grade off-street parking areas. The management of parking payment machines is included within this Asset Class Management Plan.

2.5.2 Park and ride

In contrast to other parking assets, Park and Ride facilities are managed by AT as part of the Auckland public transport network. Strategic decisions on park and ride are made by Auckland Transport in collaboration with our Central and local government partners in the Auckland Transport Alignment Project, and investments are co-funded by the NZ Transport Agency.

These park and rides are listed below; they are included in the Bus and Rail Asset Class Management Plans.

Park and Ride Bus	Albany bus station park and ride
	Albany bus station new park and ride
	Constellation bus station park and ride
	Hibiscus coast bus station park and ride
	Sir Lloyd Dr park and ride

Park and Ride Rail

Homai station park and ride
Glen Eden station park and ride
Glen Innes station park and ride
Panmure station (Mountwell Cres) park and ride
Onehunga station park and ride
Orakei station park and ride
Pukekohe station park and ride
Meadowbank station park and ride
Sunnyvale station (rangeview) park and ride
Papakura station (ron keat dr) park and ride
Papakura rail bus interchange park and ride
Papatoetoe station park and ride
Sturges station park and ride
Swanson station (upper) park and ride
Swanson station (lower) park and ride
Takanini station park and ride
Manurewa station park and ride
Manurewa station (station rd) park and ride

Park and Ride Ferry

Pine harbour park and ride
Hobsonville Marina park and ride

2.5.3 Enforcement

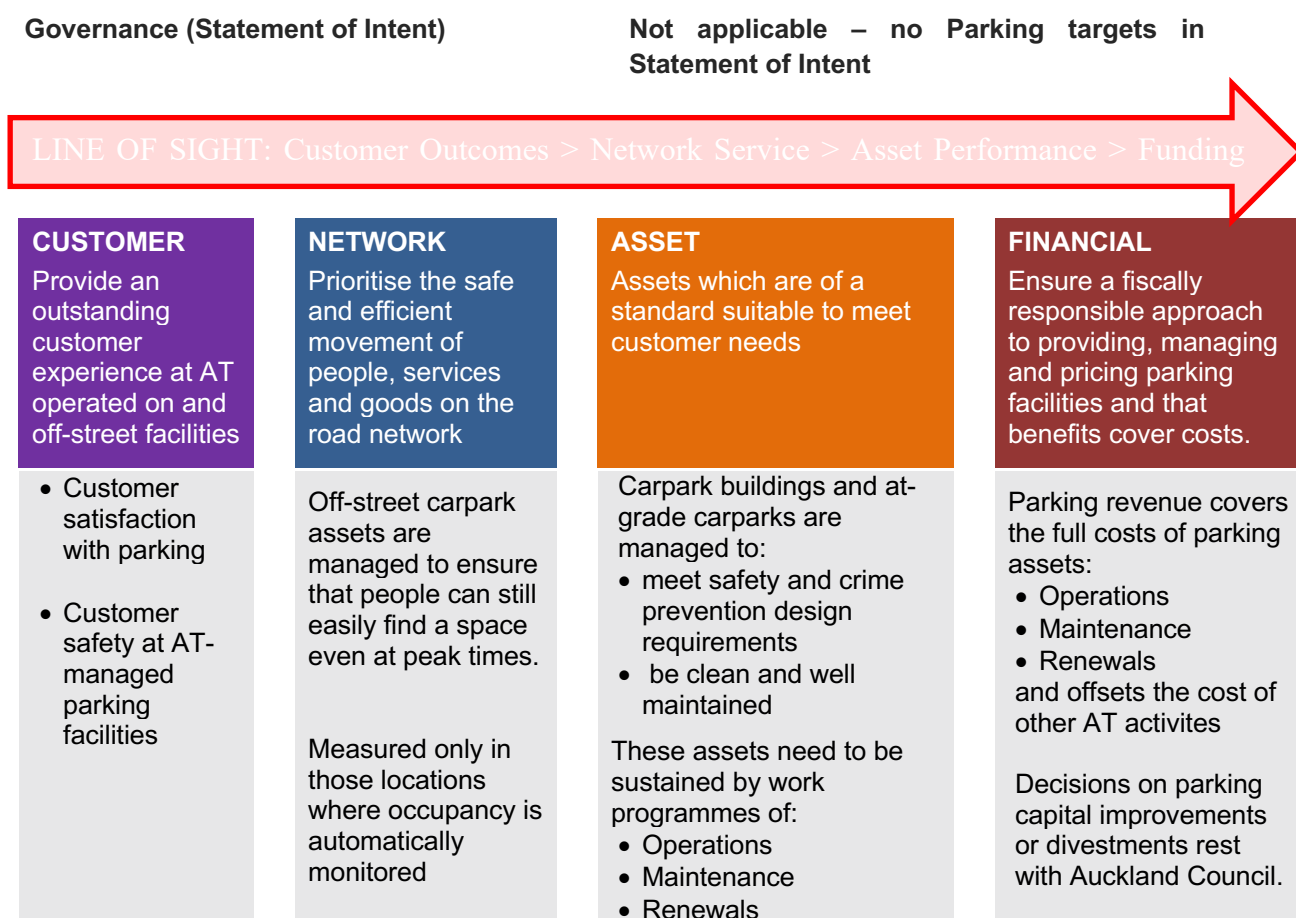
Auckland Transport is responsible for enforcement of traffic and parking restrictions, and receives revenue from its enforcement activities. This revenue is separate from revenue received from customers paying to park legally, and is not taken into account when calculating whether off-road carparks are profitable. The handheld devices used by AT's Transport Officers are not considered to be infrastructure assets and are not included in the costs set out in this ACMP.

3 Levels of Service

Not all decisions on parking fall within the authority delegated to AT by Auckland Council (see Attachment 1). Parking also does not feature in the Governance indicators agreed between Auckland Council and Auckland Transport.

AT therefore makes its asset management decisions on parking by mapping the objectives agreed with Auckland Council in the Parking Strategy to the framework of "levels of service", which links customer outcomes, network service, asset performance and financial requirements as shown in Figure 3-1.

Figure 7: Level of Service Framework for Parking



3.1 Customer Levels of Service

The goal in AT's Parking Strategy that is relevant to customer levels of service is:

- Provide an outstanding customer experience at AT operated on and off-street facilities

AT does not regularly survey its carpark customers, so cannot directly measure its progress towards this goal.

3.2 Network levels of service

The goal in AT's Parking Strategy that is relevant to network levels of service is:

- Prioritise the safe and efficient movement of people, services and goods on the road network

On busy roads, on-street parking needs to be limited so that valuable road space is prioritised for the movement of people, goods and services. Off-street parking can contribute to better network performance by providing for people to park close to their destination without imposing delays on other road users.

AT manages its off-street carpark assets to maximise average occupancy, while using pricing and/or time limits to ensure that people can still easily find a space even at peak times, thus reducing customer frustration and the negative impacts on congestion and air quality caused by cars idling or cruising for a

carpark space. This network level of service is explained more fully in Policy 2A and 2B of the [AT Parking Strategy](#).

In most cases, the aim of reducing customer frustration is achieved by managing occupancy to below 85% (one in every seven parking spaces free).

In some AT car parks, customers can easily find a space at higher occupancy rates because automatic sensors identify vacant spaces, and variable message signs and overhead lights guide customers to vacant spaces. As a carpark manager, AT can still ensure that short-term parking is available at peak times, in order to secure the network benefits of providing off-street parking, while providing for higher occupancy.

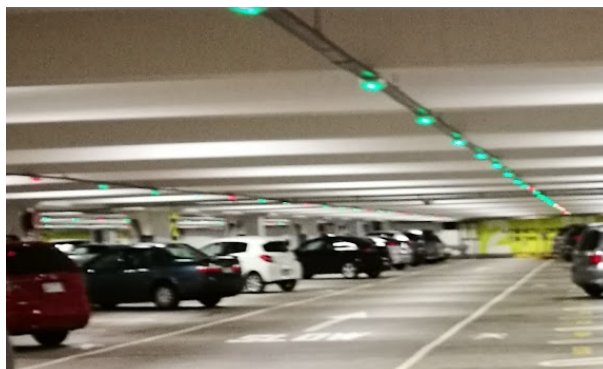


Figure 8: Sensor-activated lights guide customers to vacant spaces in the Civic Car Park

Table 6: Network level of service measures for Parking assets

Location	Peak occupancy	Average occupancy	Sensor-activated lights?
Civic			
Downtown			
Fanshawe St			
Victoria St			
McRae Way			
Ronwood Ave			

3.3 Asset levels of service

The technical levels of service relevant to Parking assets are shown in Table 14.

Table 7: Technical level of service measures for Parking assets

Performance Measure	Current Performance	Target Performance
AT-manged carpark buildings are inspected every two years by a suitably qualified engineer	100%	100%
Parking assets in condition grade 5 are renewed in the year they are identified	Value of parking assets in condition grade 5 = \$213,000 (0.1% of total asset value) All are programmed for renewal in the coming year	All assets in condition grade 5 are programmed for renewal in the coming year

3.4 Financial levels of service

The goal in AT's Parking Strategy that is relevant to financial levels of service is:

- Ensure a fiscally responsible approach to providing, managing and pricing parking facilities and that benefits cover costs.

Where practicable, AT will ensure that parking revenue covers the full operations and maintenance costs of parking assets. Where a surplus is generated, this can be used to offset AT's total annual funding requirement from Auckland Council.

Due to the impact of Covid-19, revenue from carpark buildings was significantly reduced in 2019/2020, although many of the costs of ownership of carpark buildings were still incurred. This is not a fair measure of the financial performance of carpark buildings, so data from 2018/2019 (pre-Covid) is used to determine the financial levels of service shown in Table 3-3.

Asset Class	Maintenance	Operations	Revenue	Revenue net of expenditure
Carpark buildings	\$2,253,978	\$2,836,213	-\$24,973,209	-\$19,883,018
At-grade carparks	\$516,894	\$2,105,209	-\$4,759,527	-\$2,137,424
On-street parking		\$1,830,937	-\$19,900,250	-\$18,069,313
Parking total	\$2,770,872	\$6,772,359	-\$49,632,986	-\$40,089,755

Table 8 : Net parking revenue by asset class, 2018/2019 year

3.4.1 Carpark buildings

Carpark buildings generate significant cash flow, but almost half (45 per cent) of net carpark building revenue is from one building – the Downtown carpark. A further 50 per cent of net revenue is from the Civic, Victoria St and Fanshawe St carparks. The remaining seven carpark buildings managed by AT generate less than 6 per cent of net carpark building revenue.

The question of whether carpark buildings are profitable is more complex than just considering the net revenue, but it is still valid to conclude that carpark buildings located outside the City Centre are unlikely to be profitable, once the full costs of ownership including depreciation/renewals are taken into account.

Auckland Council is the decision maker on this issue and in its current (2020/2021) Emergency Budget Auckland Council has signalled its intention to sell [concessions to operate the Civic, Victoria and Fanshawe carparks](#).

The costs of renewing carpark buildings also affects whether the parking activity is profitable. Renewals costs for carpark buildings are not explicitly provided for under the current Parking Strategy or in the current delegation. This issue is considered further in the Risks section of this AMP.

3.4.2 At-grade carparks

Most of AT's at-grade carparks do not have parking charges, so do not generate revenue. They do generate benefits for the community by providing an alternative to parking on busy streets, while still contributing to Auckland Council priorities including supporting local businesses.

For the minority of carparks where demand exceeds supply, AT sets its parking charges as set out in the Parking Strategy, with the aim of achieving 85 per cent occupancy at peak times. In 2019/2019,

revenue was recorded against 46 at-grade carparks, with half of all revenue coming from just five carparks.

3.4.3 On street parking

AT's on-street parking charging system is very profitable, but allocating road space to parking does have disbenefits to other road users. AT is the decision maker for all on-street parking and makes its strategic choices as set out in the Parking Strategy.

4 Growth and Demand

A forecast of growth and demand is a key requirement for an Asset Management Plan, but is less relevant in the case of off-street parking assets, because the delegated authority under which AT operates specifically excludes “the power to establish new, or extend any existing, Council owned off-street parking facilities”.

Auckland Council and its development CCO, Panuku, can construct new off-street parking facilities, which AT will manage, and also has the power to sell off-street carparks or redevelop them for other uses.

The financial projections in this Asset Class Management Plan do not provide for any net change in the number of off-street parking facilities over the coming ten years.



9: The Toko Puia carpark in Takapuna, which opened on 3 December 2020.

5 Risk management

Auckland Council is the owner and planning authority for off-street carparking, with AT managing the carparks under a delegated authority (Attachment 1). The delegation does not specifically mention asset management or risk management, either as a delegated function or as an exclusion, although it does refer to “all responsibilities, duties and powers...” and in practice AT does undertake asset management for off-street carparks, including inspections and renewals.

In the specific case of off-street carparking, AT needs to consider not only the risk that assets will fail, but also the risk of over-investing by extending the useful life of a carpark asset which is later sold or redeveloped. An example is [Clonburn Rd carpark](#), where the option of renewing the existing second storey carpark was rejected in favour of selling the site for a mixed-use development, including public parking. These decisions require close co-ordination between AT, Auckland Council, Panuku and potentially other Council Controlled Organisations.

Major renewal decisions including seismic strengthening, asbestos removal and the renewal of lifts and escalators will require a similar whole of Council approach to ensure that the best long term decision is made.

AT is currently acting on the understanding that we are responsible for managing infrastructure risks for the off-street carparks that we manage. The approach we take is set out below.

5.1 Why we manage risk

The management of risk requires an understanding of the links between the levels of service being provided by the asset network, the ability to fund key activities and programmes, and the tolerance for risk, as illustrated in Figure 10.

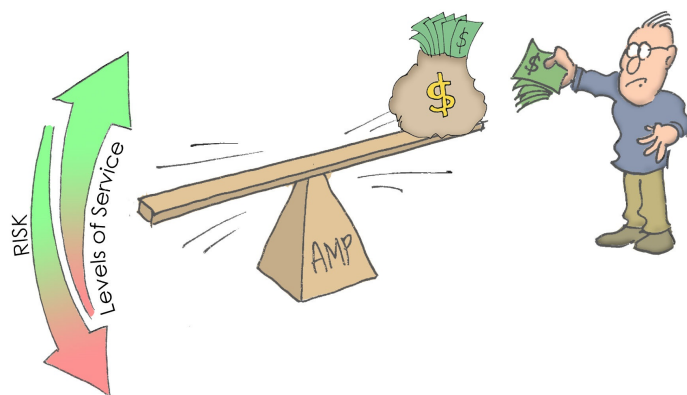


Figure 10: Relationship between levels of service, cost and risk

Auckland Transport's Enterprise Business Plan has two key outcomes related to risk:

- undertake a risk-based approach to delivering safe transport initiatives in the community
- increase resilience of the current transport network to support response to disruption and provide for continuity

5.2 How we manage risk

Auckland Transport's Organisational Risk Management Framework defines the overarching policies and procedures we use to identify, assess, treat and monitor risk, at an appropriate level. The process encapsulated in the framework adopts *AS/NZS ISO 31000:2018 Risk Management – Principles and Guidelines*, enabling a structured risk management approach.

Asset Management is one of the 15 key risks Auckland Transport has identified in its Organisational Risk Management Framework. The organisation's risk appetite with respect to asset management is defined in Table 9.

Key risk	Appetite Low – Mod – High	Risk appetite statement
Asset management		We have a low appetite for events which may adversely affect our critical assets.
		We have a moderate risk appetite for events which may adversely affect how we maintain our assets at a good operating level.

Table 9: Auckland Transport risk appetite for asset management

Source: Auckland Transport Organisational Risk Management Framework (section 2.3 on risk appetite and tolerance)

Auckland Transport groups asset management risks into three broad categories:

- safety – safety issues arising from the use of assets

- asset integrity – risks associated with the physical status of assets (their condition), design standards and construction quality
- natural hazards – risks arising from exposure to natural hazards and vulnerability of assets.

The criticality of an asset is also taken into account in assessing risk.

5.3 Criticality

Auckland Transport has a low appetite for risk events which may adversely affect critical assets. To help manage this risk, and identify the criticality of particular assets, Auckland Transport has adopted a [Criticality Framework for Transport Infrastructure](#).

The framework defines criticality as ‘a measure of the severity of an outcome’; while critical assets are those that are likely to result in a more significant financial, environment and social costs, in terms of their impact on organisational objectives (International Infrastructure Management Manual, 2015).

The criticality framework provides a systematic and structured approach for carrying out criticality assessments on transport infrastructure assets, in both the road and public transport networks. The approach is a two stage one, looking at an asset’s:

- network-level criticality
- asset-level criticality.

The combined results from the network-level and asset-level assessments provide the overall criticality of transport infrastructure assets, and are used to support day-to-day decision-making around lifecycle management, including planning, programming and prioritising maintenance and renewal works, risk management and investments.

5.3.1 Network-level criticality

The network-level criticality assessment of public transport and parking facilities is assessed based on their patronage, as the number of users reflects an asset’s importance in facilitating access and connectivity to transport.

The result of the network-level assessment of parking assets is summarised on a scale of 1 (being ‘vital’) to 5 (being ‘minor’) in Table 10.

Network-level criticality	Asset name	Other assets of same criticality
1 - Vital	Downtown Carpark building Civic Carpark building	Britomart and Newmarket train stations, and the Downtown Ferry Terminal
2	Victoria St Carpark building	Other Level 2 assets include the Albany Bus Station, Matiatia wharf and New Lynn rail station
3	-none-	
4 and 5	All other parking assets	

Table 10: Critical Auckland Transport parking assets

The above criticality rankings complement the assessment of road network criticality which is shown in the [Auckland Transport corporate GIS layer](#).

5.3.2 Asset-level criticality

Not all assets at a critical location are critical assets. For example, variable message signs in carparks are not critical because the carpark could continue to operate without them.

For asset-level criticality, Auckland Transport adopts a qualitative approach to assessment that considers the potential impact of asset failure on three key factors:

- safety outcomes
- levels of service and efficiency of operation
- cost to repair or replace – i.e. whole-of-life cost.

Parking assets in poor and very poor condition are assessed for their asset criticality based on the specific impacts of asset failure. Both the network level criticality and the asset criticality are then taken into account in prioritising the renewals forward works programme, as set out in Section 6.2.3.

5.4 Asset management risks

AT groups asset management risks into three broad categories:

- safety – safety issues arising from the use of assets
- asset integrity – risks associated with the physical status of assets (their condition), design standards and construction quality
- natural hazards – risks arising from exposure to natural hazards and vulnerability of assets.

AT is also concerned about political and reputational risk.

5.4.1 Safety

Crashes and injuries in off-street carparks and carpark buildings are not included in road crash statistics because they do not happen on a public road. However they do occur, and can be serious.

AT is responsible under the Health and Safety at Work Act 2015 to operate our carparks in ways that protect the safety of employees and the public. This means being proactive about opportunities to reduce the probability of an incident, and to mitigate the outcomes if incidents do occur.

AT keeps a record of any injuries that occur at AT-managed off-street carparks. Such injuries are rare events and there are no records in the past three years of any injuries that would qualify as a “serious injury” within the Vision Zero framework. AT will continue to prioritise safety for its employees, contractors and the public and aims to continue this good safety record.

Incidents from 1/01/2018 To 28/02/2021	Injury requiring medical treatment	First aid injury	No treatment required	Total
Slip, trip, fall	2	1	2	5
Medical Event - Staff	1			1
Vehicle Incident	1			1
Staff welfare	1			1
Violence & Abuse			2	2
Grand Total	5	1	4	10

Table 11: Incidents at AT-managed parking buildings, Jan 2018 to Feb 2021. Source: AT records (Synergi)

There are also personal safety risks associated with parking facilities. Customers can still feel uneasy or threatened, and this will make them less willing to use these facilities, especially at night. Auckland Transport mitigates personal safety risks through:

- crime prevention through design, applying the Auckland Transport Urban Street and Road Design Guide when building or altering carpark
- regular cleaning and graffiti removal (delivered by Auckland Council)
- staffed carpark buildings
- occasional security patrols of carpark buildings in response to incidents or concerns.

5.4.2 Asset integrity

Asset integrity risks include the risk of assets physically failing, having their function disrupted or providing reduced levels of service, due to their deterioration, issues with their design or construction, or exposure to various types of hazards.

These risks are managed by:

- Operating assets in a safe and prudent way
- Maintaining assets, including keeping up with any scheduled maintenance programmes
- Renewing asset components at the end of their useful life

5.4.3 Natural hazards

AT prioritises its actions to address natural hazard risk based on the likelihood of the risk, the vulnerability of the asset, and the consequences of asset failure as shown in Figure 11.

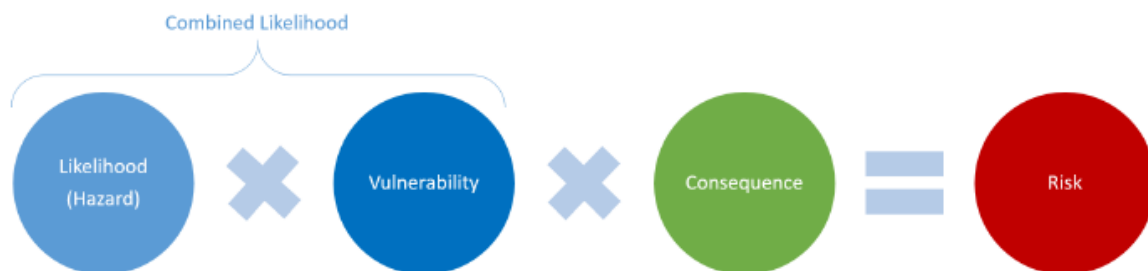


Figure 11: Natural hazard risk management framework

The **likelihood** of natural hazards has been assessed for the whole transport network, with the main hazards being flooding, coastal inundation, and seismic/volcanic risk. The risk most relevant to car parks are coastal inundation and seismic risk.

The **vulnerability** of at-grade carpark buildings to natural hazards includes the risk of damage through flooding, slips, volcanic activity and coastal inundation. Carpark buildings are even more vulnerable, especially to seismic risk.

The **consequence** of natural hazards is assessed by using our [criticality framework for transport infrastructure](#). For public transport and parking assets, criticality is based purely on the number of people using the asset each year. Downtown and Aotea carpark buildings are among the busiest hubs on the transport network, with over 3 million arrivals/departures each day, making them Level 1 – Vital assets, as shown in Table 10. However most parking buildings and all at-grade carpark buildings are Level 5 – Minor assets.

AT has a low appetite for risks which could impact on our critical assets,

5.4.4 Political and reputational risk

Parking carries its own political and reputational risk, which is in addition to the customer risk calculated in the criticality framework.

Currently, AT takes responsibility for the monitoring and prioritisation of renewals of off-street carparks, and the management of asset risks. However there is no specific wording in the delegation of authority (Attachment 1) requiring this.

AT has undertaken in its current [Statement of Intent](#) to review the Parking Strategy by 2022/2023. This provides an opportunity to address policy issues arising from the delegation of authority, as set out in Section 1.3.3. A clearer agreement with Auckland Council could mitigate the political and reputational risk to AT either failing to intervene when we should, or potentially exceeding the bounds of our delegated authority.

5.5 Parking risk register

Auckland Transport identifies key risks for its parking assets and network, and develops mitigation plans to address these risks. This information is recorded in a risk register.

The key risks that Auckland Transport has identified for its parking assets are set out in Table 12.

Risk category	Risk detail	Risk rating	Mitigation controls
Natural hazards	Seismic risk at Downtown and Victoria St carparks, which were built before seismic standards were introduced	High	Detailed seismic assessments have been undertaken. AT is working with Auckland Council to prioritise seismic strengthening at Downtown and will re-assess risk at Victoria St
Asset integrity	Asset failure (end of life) of carpark building components	Medium	Regular asset inspections, supported by adequate maintenance and renewal budgets, so identified issues can be addressed.
Asset integrity	Asset damage from vehicle crashes Asset damage from vandalism	Medium	Streamlined processes for the public, or Auckland Transport staff to report damage. Adequate maintenance and renewal budgets, so identified issues can be addressed. Cooperation with police to identify those causing damage, and recover costs where possible.
Asset integrity	Asset damage (fire)	Medium	Fire systems installed and maintained to a high standard in carpark buildings.
Political/ reputational risk	AT operates off-street carparks under a delegation of authority from Auckland Council, which was last reviewed in 2015. The delegation does not fully align with current practice.	Medium	Update the content of the delegation of authority by 2022/2023 as part of the Parking Strategy.

 Low

 Medium

 High

Table 12: Parking risk register

6 Lifecycle management plan

Good asset management planning is about targeting *the right work to the right places at the right times for the right reasons*. It is about value-for-money, fit-for-purpose infrastructure services delivering Auckland Transport's desired outcomes.

AT achieves good asset management for its Parking assets through the following activities:

- **Business case;** ensuring that all decisions about an asset contribute to the achievement of benefits as specified in the Level of Service section.
- **Risk management;** managing infrastructure risks to enable continuity of services, public safety and mitigation of significance consequence of abrupt asset failures
- **Data collection and the management of data quality** to ensure that information used in decision making is accurate, relevant and up to date

Based on its risk management and data quality decisions, AT is then able to prioritise and optimise the management of Parking assets by balancing:

- **Operations;** the predictable day to day costs including cleaning, electricity costs, staffing and security.
- **Maintenance** is also funded from operational budgets, but is less predictable and more directly involves looking after the asset. For example, cleaning is operations but painting is maintenance.
- **Renewal** is funded as part of the AT capital programme and covers the replacement of assets or their components. Renewals extend the useful life of assets.
- **Revenue** from customers. Where revenue exceeds costs, AT has the authority, as set out in Appendix 1, to apply any surplus generated to reduce its overall funding requirement from Auckland Council.

Lifecycle management for parking also includes the following Auckland Council responsibilities:

- **Improvements** (new capital works) create a new asset, or significantly enhance the level of service of an existing asset.
- **Disposal** of assets

6.1 Parking – past expenditure

6.1.1 Parking operations past expenditure

The operational activities for carpark buildings and at-grade carparks include:

- Water and electricity costs
- Staff time to manage carparks and respond to customer concerns
- Scheduled cleaning of carpark buildings
- Cleaning of at-grade carparks as needed, based on customer feedback
- Security and CCTV costs at carpark buildings
- Occasional security patrols of at-grade carparks, in response to problem times and locations
- The costs of collecting parking charges (offset by revenue)

Past costs for the operations of carpark buildings and at-grade carparks are shown in Figure 12.

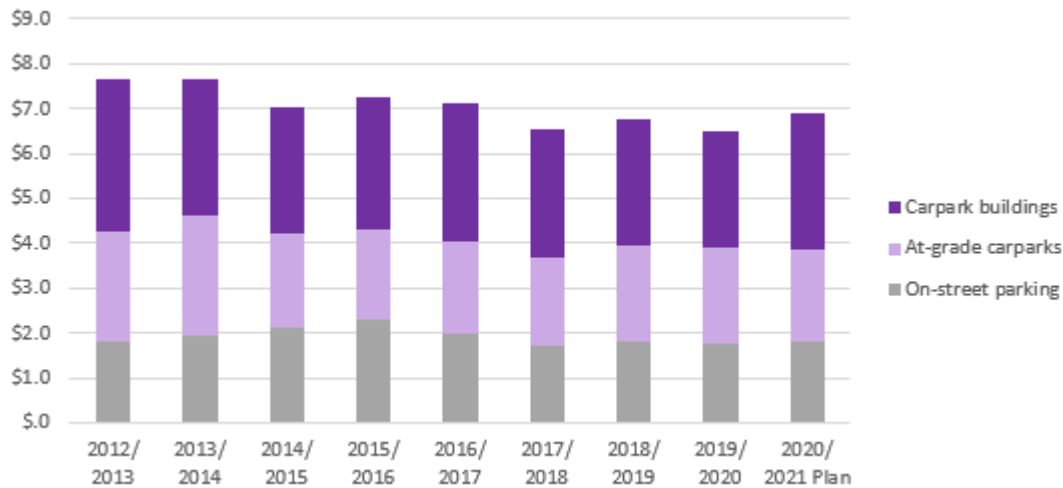


Figure 12: Parking operations past expenditure

6.1.2 Parking maintenance past expenditure

Carpark buildings, like any building, require maintenance. In addition to normal wear and tear of building components, carpark buildings are prone to damage from vandalism and vehicle accidents.

Maintenance activities for carpark buildings and at-grade carparks are:

- Maintenance and minor repairs of specialised equipment including payment machines and barrier arms
- Painting and general repairs
- Maintenance of the pavement surface, signs and markings of at-grade carparks. These activities are delivered by AT's road maintenance contractors, but need to be accounted for separately because they are not eligible for a subsidy from the NZ Transport Agency
- Scheduled maintenance of mechanical and electrical components of carpark buildings including lifts, automatic doors, fire safety and air conditioning systems.

Past costs for the operations of carpark buildings and at-grade carparks are shown in Figure 13.

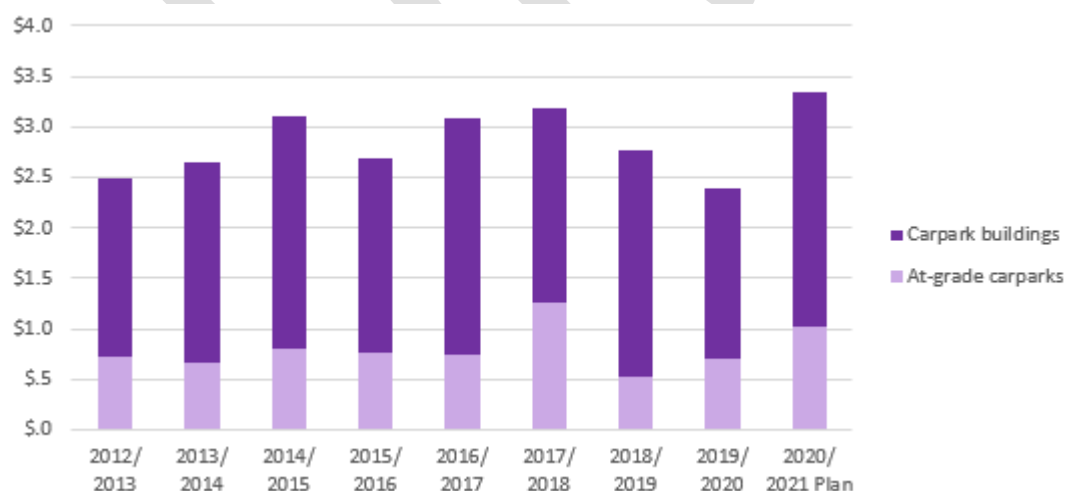


Figure 13: Parking maintenance past expenditure

6.1.3 Parking revenue

Parking revenue for 2018/2019 is presented below in the context of operational and maintenance costs.

Table 13: Parking revenue 2018/2019

Asset Class	Maintenance	Operations	Revenue	Revenue net of expenditure
Carpark buildings	\$2,253,978	\$2,836,213	-\$24,973,209	-\$19,883,018
At-grade carpark	\$516,894	\$2,105,209	-\$4,759,527	-\$2,137,424
On-street parking		\$1,830,937	-\$19,900,250	-\$18,069,313

This demonstrates that in a “normal” year, revenue from carpark buildings and at-grade carpark does cover maintenance and operations costs of providing the service. However AT’s net parking revenue is generated from a very small number of sites, almost all of which are located in the City Centre.

6.1.4 Parking renewals past expenditure

The most significant single renewals programme in the recent past is the replacement of the older “Pay and Display” parking payment machines, both on-street and off-street, with Pay by Plate machines.

AT also replaces assets at carpark buildings and off-street carpark when they are damaged or reach the end of their useful life. This responsibility is not clear in AT’s current delegation (see Attachment 1), and a key recommendation of this ACMP is to clarify with Auckland Council how off-street parking renewals are to be managed and prioritised.

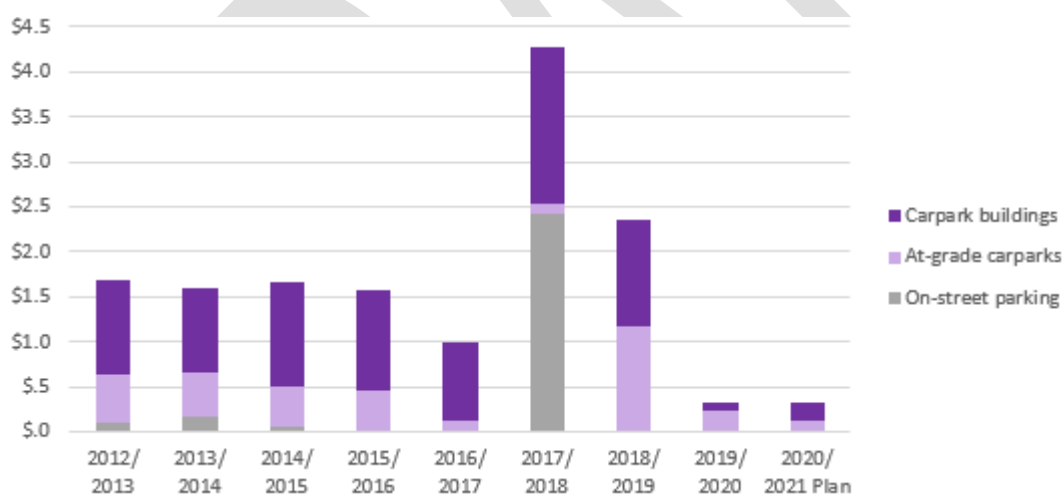


Figure 14: Parking renewals past expenditure

6.2 Parking – future budget recommendations

6.2.1 Parking operations

This ACMP is forecasting an increase in the need for operational expenditure on on-street parking, as the need for parking management is increasing with Auckland’s growth and intensification. Future budgets for at-grade carpark and carpark buildings are based on past expenditure.

This ACMP does not forecast future revenue, but it is noted that total parking operations and maintenance costs are more than covered by total parking revenue.



Figure 15: Parking operations, recommended future budget

Table 14: Parking operations, recommended future budget

	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031
At-grade carparks	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8
Carpark buildings	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8	\$2.8
On-street parking	\$1.8	\$1.8	\$1.9	\$1.9	\$2.0	\$2.2	\$2.3	\$2.3	\$2.4	\$2.4
Provision for inflation	\$0.1	\$0.2	\$0.3	\$0.4	\$0.5	\$0.7	\$0.8	\$1.0	\$1.2	\$1.3
Total	\$6.4	\$6.6	\$6.7	\$6.9	\$7.1	\$7.4	\$7.7	\$7.9	\$8.1	\$8.3

6.2.2 Parking maintenance

Parking maintenance budgets have been forecast based on past expenditure, with provision for inflation.

This ACMP does not forecast future revenue, but it is noted that total parking operations and maintenance costs are more than covered by total parking revenue.

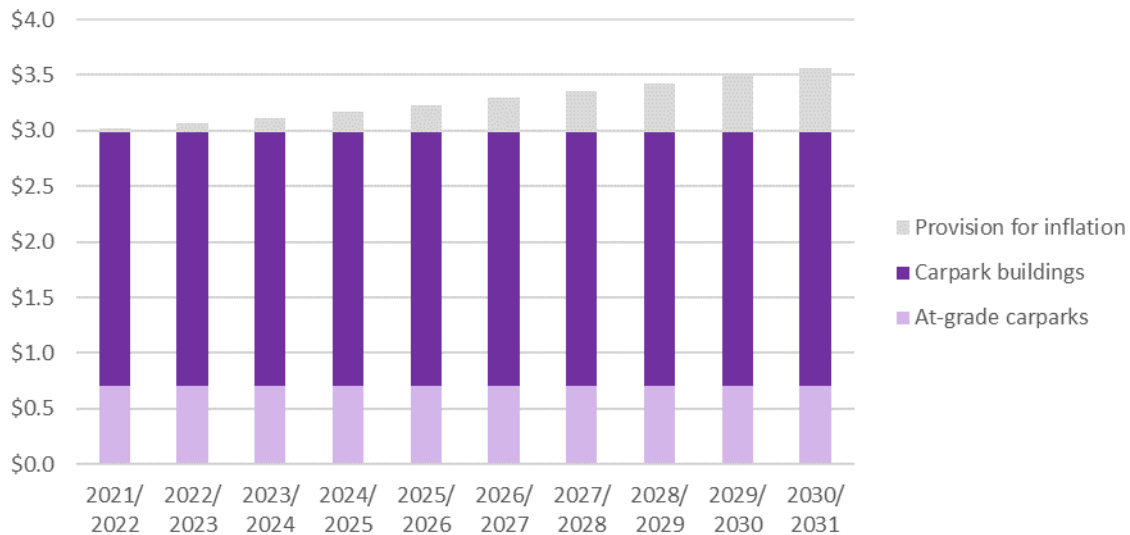


Figure 16: Parking maintenance, recommended future investment needs

Table 15: Parking maintenance, recommended future investment needs

	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031
Carpark buildings	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7
At-grade carparks	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3
Provision for inflation	\$0.0	\$0.1	\$0.1	\$0.2	\$0.2	\$0.3	\$0.4	\$0.4	\$0.5	\$0.6
Total	\$3.0	\$3.1	\$3.1	\$3.2	\$3.2	\$3.3	\$3.4	\$3.4	\$3.5	\$3.6

6.2.3 Parking renewals

6.2.3.1 On-street parking

Renewals of the road space used for on-street parking, and of signs and markings, is undertaken as part of the road renewals programme. In the past, on-street parking renewals costs have been incurred for parking payment machines – Pay and Display and, more recently, Pay by Plate.

Our current Pay by Plate machines are around three years old, with an expected useful life of ten years, and are expected to last through the early years of this ACMP. There are currently 63 in Pay by Plate machines in storage, around half of which are available, with the other half temporarily removed for road works.

The future of Pay by Plate is uncertain, because an increasing proportion of customers are choosing to pay for parking via the AT Parking app, which has no infrastructure component and hence no renewals costs.

For these reasons, there is no provision for future renewals of on-street parking assets.

6.2.3.2 At-grade carparks

Renewals investment needs for at-grade carparks have been forecast based on past expenditure, with provision for inflation.

6.2.3.3 Carpark buildings

Forecasting renewals expenditure for carpark buildings is especially problematic because of the risks identified in Section 5, including:

- The risk that Auckland Transport is acting outside its current delegation of authority (Attachment 1) in its planning and delivery of renewals
- The risk of over-investing in renewals, when Council itself, Panuku or another Council Controlled Organisation has separate plans for parking assets
- The risk that the prioritisation of carpark renewals against other AT or Council priorities is being done without a clear and agreed benefits framework

None of the above issues negates the need for renewals of carpark buildings. The current Forward Works Programme identifies around \$4.5 million of renewals needs at AT-managed carpark buildings, over the coming three years, including:

- Lifts and lift shaft renewal needs
- Water leakage and consequent water damage
- Damaged columns, guard rails and doors
- Cracked floor slabs
- Asphalt surfaces in need of resealing and anti-skid materials that need replacement

Our recommended future investment programme would address these issues within the first three years.



Figure 17: Parking renewals, recommended future investment needs

Table 16: Parking renewals, recommended future investment needs

	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031
At-grade carparks	\$0.8	\$0.7	\$1.0	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8
Carpark buildings	\$2.8	\$3.0	\$3.4	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$1.9	\$1.8
Provision for inflation	\$0.0	\$0.1	\$0.2	\$0.2	\$0.2	\$0.3	\$0.3	\$0.4	\$0.5	\$0.5
Total	\$3.6	\$3.9	\$4.6	\$3.0	\$3.1	\$3.1	\$3.2	\$3.2	\$3.2	\$3.2

Note that the above renewals budgets do not provide for seismic strengthening. If seismic strengthening is required then this is funded from a separate capital budget.

1 Attachment 1 – Delegation from Auckland Council to AT to manage off-street parking

Governing Body
25 June 2015



Item 19

Attachment B: June 2015 Off-street Parking Delegation Terms

Auckland Council delegates A to Auckland Transport, excluding the prohibitions in B and subject to the conditions in C:

A. Delegations

1. All responsibilities, duties and powers relating to the management and control of off-street parking facilities owned by the Council including beaches and other public places managed or controlled by Council.
2. For the avoidance of doubt this includes delegated authority:
 - a. in relation to all regulatory and enforcement decisions;
 - b. in relation to the Council's functions and powers under all legislation and bylaws (including bylaws made by legacy Auckland local authorities) relating to off-street parking;
 - c. to establish, modify and/or remove off-street parking restrictions and charges;
 - d. in respect of any ancillary responsibilities, duties or powers necessary to give effect to this delegation;

B. Prohibitions

This delegation excludes:

1. power to establish new, or extend any existing, Council owned off-street parking facilities;

C. Conditions

These delegations are given subject to the following conditions:

1. all functions, powers and responsibilities must be exercised in accordance with relevant statutory and bylaw provisions;
2. without limiting condition 1, where a decision must be made by resolution (for example where a bylaw or legislation requires it), the decision must be made by the Board of Auckland Transport or by its Traffic Control Committee.
3. the exercise of the delegated powers must be in accordance with
 - a. Policies 2A and 2B contained in the 2015 Auckland Transport Parking Strategy (as approved at the same meeting as the Governing Body makes these delegations)
 - b. any council regulatory plan
4. in the case of off-street parking in Council local and regional parks, Council library car parks, associated with Council community facilities and beaches or public places controlled or managed by Council (and if there is any doubt about the categorisation of a particular carpark these terms apply):
 - a. the car parks, beaches and public places where parking restrictions are to apply will be specified by the appropriate manager, being
 - General Manager Licensing & Compliance Services for beaches and off-street parking associated with community facilities,
 - Manager, Parks, Sport and Recreation for off-street parking in council regional and local parks
 - Manager Libraries and Information for library car parks

Attachment B

Item 19

- and advised to Auckland Transport;
 - b. the views and preferences of local boards must be taken into account.
 - c. Auckland Transport must provide a biannual report to the appropriate Council Manager in relation to the use of these delegated powers in any particular car parks (when requested to do so).
5. Auckland Transport will bear all costs; except for the costs of establishing parking restrictions including signage in Council local and regional parks, Council library car parks, and Council community facilities, which will be met by Council. Auckland Transport may retain the revenue associated with exercising this delegated authority. However, if a surplus is generated from this activity then Auckland Transport must use the surplus to offset its annual total funding requirement from Auckland Council.

Attachment B

7 Attachment 2 – List of at-grade carparks

WARD	CARPARK NAME	AREA, m2
RODNEY	ALBRO LANE CARPARK	679
	EL HAMA RD CARPARK	216
	KUMEU LIBRARY CARPARK	1,323
	KUMEU VILLAGE CARPARK	6,579
	SANDSPIT ROAD CARPARK	15,582
	Wharf Street - 8	3,622
	Harrison Street - 3	2,021
	Rodney Street - 226 (Citizens Advice Bureau)	3,904
ALBANY	ANZAC RD CARPARK 11-13 ANZAC RD	2,831
	ANZAC RD CARPARK 19 Anzac Rd	149
	ANZAC RD CARPARK 29-31 Anzac Rd	4,374
	BROWNS BAY BOAT CLUB CARPARK	8,688
	BROWNS BAY CARPARK	4,755
	MAIRANGI BAY ARTS CENTRE CARPARK	1,645
	MOANA AVE CARPARK	896
	MONTROSE TCE CARPARK	5,175
	OREWA SQUARE CARPARK	218
	VALLEY RD CARPARK	10,203
	WADE RIVER RD CARPARK	3,908
	WEITI BAY CARPARK	1,156
	WESTPARK MARINA CARPARK	20,220
	Rawhiti Road, Leal Place	1,955
	Rawhiti Road - 49	1,081
	Florence Avenue - 44 (Orewa Square)	2,583
	Hillary Square 2-10	878
	Agency Lane - 2 to16	1,846
	Whangaparaoa Road - 719	1,971
	Whangaparaoa Road - 737 to 747	1,443
	Belaire Ferries car park	932
	Clearwater Cove - 12	1,678
	Clearwater Cove - 13	1,281
NORTH SHORE	ANZAC ST CARPARK	7,020
	BEACH RD/MURRAYS BAY CARPARK	6,630
	BIRKENHEAD WHARF CARPARK	9,920
	BLOMFIELD SPA CARPARK	490
	CARPARK NXT TO WAIRAU CREEK	1,783
	CENTRAL CARPARK-BEHIND TUDOR CINEMA	455
	CHANNEL VIEW RD CARPARK (AMP) NORTH	3,601
	CHANNEL VIEW RD CARPARK (AMP) SOUTH	3,978
	CIVIL DEFENCE HQ LOWER CARPARK	1,015
	CIVIL DEFENCE HQ UPPER CARPARK	1,130
	CLARENCE ST CARPARK	5,403

WARD	CARPARK NAME	AREA, m2
WAIKARE	COLLEGE RD CARPARK	20,769
	DEVONPORT COMMUNITY HOUSE CARPARK	1,821
	FENWICK AVE CARPARK	3,949
	FLEET ST CARPARK LOT11,12	2,245
	GLENFIELD AREA OFFICE CARPARK	3,682
	GLENFIELD LEISURE CENTRE EAST CARPARK	1,701
	GLENFIELD LEISURE CENTRE WEST CARPARK	3,495
	HAMMOND PL CARPARK	2,410
	HIGHBURY BYPASS CARPARK	6,059
	HURON ST CARPARK	9,454
	HURSTMERE RD CARPARK	3,868
	HURSTMERE RD WILSONS CARPARK	4,232
	JUTLAND RD CARPARK	5,749
	KILLARNEY ST CARPARK	19,548
	KITCHENER RD CARPARK	11,582
	LAKE RD (ONEWA)/NORTHCOTE SHOPS CARPARK	25,151
	MAYFIELD CENTRE CARPARK	4,090
	MOKOIA RD CARPARK	774
	NORMAN KING SQUARE CARPARK	5,843
	NORTHCOTE WAR MEMORIAL CARPARK	2,014
	NORTHCROFT ST LOWER CARPARK	6,341
	NORTHCROFT/AUBURN ST CARPARK	4,031
	OUTRAMM HALL CARPARK	2,241
	PROMENADE BOAT RAMP CARPARK	6,510
	PUPUKE GOLF CLUB CARPARK	4,676
	RAWENE RD CARPARK	6,141
	RAWENE RD MEDICAL CENTRE CARPARK	2,818
	SUNNYNOOK RD CARPARK	4,019
	SUNNYNOOK RESERVE CARPARK	7,641
	TAKAPUNA LIBRARY UNDERGRND CARPARK	5,045
	THE PROMENADE CARPARK	3,110
	THE STRAND CARPARK	1,368
	Kitchener Road - 139	3,404
	Lake Road - 115	6,214
WAITAKERE	EDMONTON RD CARPARK	9,248
	GREAT NORTH ROAD (HENDERSON) CARPARK	2,200
	MARINE PDE SOUTH (PIHA) CARPARK	3,435
	WEST COAST RD/GLENVIEW RD CARPARK	1,747
	WEST WAVE CARPARK	9,695
	Glenmall Place - 41	1,288
WHAU	Atkinson Road - 57 to 67	780
	Manui Place - 5	238
	BLOCKHOUSE BAY RD CARPARK	2,457
	MCNAUGHTON WAY CARPARK	4,418

WARD	CARPARK NAME	AREA, m2
WAITEMATA AND GULF	ROSEBANK RD CARPARK	3,469
	BEAUMONT ST CARPARK	2,541
	CLARIS AERODROME CARPARK	5,106
	DONALD BRUCE RD CARPARK	5,610
	GREAT NORTH RD EXT CARPARK	3,492
	GREYS AVE CARPARK	15,300
	HEPBURN ST CARPARK	430
	MADDEN ST CARPARK	18,939
	MARGARET ST CARPARK	3,600
	MAYORAL DR CARPARK	10,725
	MIAMI AVE CARPARK	1,064
	MOTIONS RD CARPARK	20,855
	NATZKA RD CARPARK	840
	NGAOHO PL CARPARK	6,244
	OCEAN VIEW RD CARPARK	9,430
	OUE RD CARPARK	2,878
	POMPALLIER TCE CARPARK	11,950
	QUAY ST EXTN CARPARK	21,080
	RANDOLPH ST CARPARK	875
	REDMOND ST CARPARK	4,669
	SALE ST CARPARK	2,064
	SYMONDS ST CARPARK	3,632
	TE TAOU CRES CARPARK	4,920
	WEKA RD CARPARK	1,264
	Greys Avenue - 34	581
	Greys Avenue - 36-38	723
	The Strand - 112 (State Highway 16 parking)	1,972
	Ocean View Road - 10	3,297
	Ocean View Road - 6	4,708
ALBERT-EDEN-ROSKILL	BRIXTON RD CARPARK #1	2,075
	BRIXTON RD CARPARK #2	1,326
	CARRINGTON RD CARPARK	592
	DOMINION RD CARPARK	595
	ESSEX RD CARPARK	3,330
	HUIA RD CARPARK	14,640
	JASPER RD CARPARK	8,920
	KITCHENER RD CARPARK	1,692
	MANUKAU RD CARPARK, 446 MANUKAU RD	3,869
	NEW NORTH RD CARPARK	2,968
	NEW NORTH RD SERVICE LANE CARPARK	1,815
	NOLAN RD CARPARK	1,848
	PARR RD NORTH CARPARK	8,820
	RICHARDSON RD CARPARK	2,321
	SPRINGWOOD PLACE CARPARK	198

WARD	CARPARK NAME	AREA, m2
MAUNGAKIEKIE-TAMAKI	STODDARD RD CARPARK	1,715
	Green Lane East - 132	722
	Essex Road - 4-8	1,505
	Walters Road - 2	496
	APIRANA AVE CARPARK	2,730
	BASIN VIEW LANE CARPARK	8,063
	KINGS RD CARPARK	9,680
	LAGOON DR CARPARK	6,923
	MANUKAU RD CARPARK, 760 MANUKAU RD	4,638
	PEARCE ST CARPARK	3,273
	PILKINGTON RD CARPARK	12,391
	STRATTON LANE CARPARK	216
	WAIAPU LANE CARPARK	5,993
	WALLER ST CARPARK	1,860
	WALTERS RD CARPARK	1,121
	WEST TAMAKI RD CARPARK	1,728
	Apirana Avenue - 231	1,510
	Mayfair Place 29-54	2,793
	Paynes Lane - 3	1,269
ORAKEI	Waller Street - 45	2,208
	ARTHUR ST CARPARK	1,764
	RAMSGATE ST CARPARK	1,350
	REMUERA RD CARPARK	1,744
MANUREWA-PAPAKURA	ROBERT ST CARPARK	2,368
	AVERILL ST CARPARK	1,476
	COLES CRES SERVICE LANE CARPARK	7,200
	EAST ST CARPARK	426
	GIBBONS RD CARPARK	4,294
	HAZARDS RD CARPARK	2,151
	INVERELL AVE CARPARK	1,490
	JUPITER ST CARPARK	1,339
	MAICH RD CARPARK	212
	MAICH RD SERVICE LANE CARPARK	300
	MANUIA RD CARPARK	372
	NORRIE RD CARPARK	63
	NORTHCREST WAY CARPARK	16,524
	O'SHANNESSEY ST CARPARK	2,511
	SETTLEMENT RD (PAPAKURA) CARPARK	720
	SYKES RD CARPARK	2,448
	WEYMOUTH RD CARPARK	1,720
	WOOD ST CARPARK	3,749
	YANG PL CARPARK	432
MANUKAU	AMERSHAM WAY/DAVIES AVE CARPARK	106
	AMERSHAM WAY/OSTERLEY WAY CARPARK	81

WARD	CARPARK NAME	AREA, m2
HOWICK	AORERE PARK ACCESS CARPARK	952
	ATKINSON AVE CARPARK	120
	BAIRDS RD CARPARK, 117 BAIRDS RD	3,312
	BAIRDS RD CARPARK, 120-132 EAST TAMAKI RD	20,090
	BISLEY ST CARPARK	2,592
	CASPAR RD CARPARK	57
	CHARLES ST (PAPATOETOE) CARPARK	109
	CLYDE RD CARPARK	954
	DAVIES AVE (MANUKAU) CARPARK	214
	DOMAIN RD CARPARK	1,493
	DUNNOTAR RD CARPARK	5,020
	EAST TAMAKI RD CARPARK	2,534
	ERIC BAKER PL CARPARK	163
	EVERITT RD CARPARK	954
	FERGUSON RD CARPARK	1,023
	FRANICH ST CARPARK	882
	HALL AVE (OTAHUHU) CARPARK	15,744
	HILLS RD CARPARK	1,345
	IMRIE AVE CARPARK	1,511
	JOHNSTONES RD CARPARK	904
	KEW LANE CARPARK	7,872
	MANGERE BRIDGE TOWN CENTRE CARPARK	9,553
	MANGERE TOWN CENTRE EAST CARPARK	24,055
	MANGERE TOWN CENTRE NORTHEAST CARPARK	34,535
	MANUKAU STATION RD CARPARK	340
	MCINTYRE RD CARPARK	155
	NEWBURY ST/ WATFORD ST CARPARK	284
	ORLY AVE CARPARK	1,630
	PARK AVE (OTAHUHU) CARPARK	2,540
	PIAKO ST CARPARK	579
	RIMU RD SERVICE LANE CARPARK	1,086
	SHIRLEY RD (PAPATOETOE) CARPARK	62
	ST GEORGE ST CARPARK	124
	STATION RD (OTAHUHU) CARPARK	192
	TAVERN LANE CARPARK	1,920
	TAVERN LANE CARPARK 1	1,330
	VINE ST CARPARK	1,728
	WADDON PL NORTHERN CARPARK	397
	WADDON PL SOUTHERN CARPARK	9,614
	WYMONDLEY RD CARPARK	1,116
	St Georges Street - 107	2,481
	St Georges Street - 109	1,437
	ARA-TAI RD CARPARK LEFT (INLAND) SIDE	328
	ARA-TAI RD CARPARK RIGHT (COASTAL) SIDE	215

WARD	CARPARK NAME	AREA, m2
FRANKLIN	BOTANY RD CARPARK	1,830
	CASCADES RD CARPARK	2,040
	EDGEWATER DR CARPARK	1,484
	FENCIBLE DR CARPARK	63
	FENCIBLE DR LOWER CARPARK	-773
	FENCIBLE DR UPPER CARPARK	113
	LA TROBE ST CARPARK	1,851
	MELLONS BAY RD CARPARK	11,909
	MOORE ST #27 - CARPARK 1	7,290
	MOORE ST #27 - CARPARK 2	124
	PAKURANGA RD 143-145 CARPARK	1,420
	PENNELL PL CARPARK	1,102
	SHELLY BEACH PDE CARPARK	1,145
	TE ARA KAHIKATEA CARPARK 1	4,626
	TE ARA KAHIKATEA CARPARK 2	3,393
	THE PARADE CARPARK	1,139
	TI RAKAU DR CARPARK	154
	UXBRIDGE RD CARPARK	134
	VINCENT ST CARPARK	263
	WELLINGTON ST LOWER CARPARK	50
	WELLINGTON ST UPPER CARPARK	185
	BALD HILL RD CARPARK	1,027
	BROOKBY RD CARPARK	173
	CONSTABLE RD CARPARK	109
	DEVON LANE CARPARK	1,080
	EALING CRES CARPARK	2,891
	GAP RD CARPARK	1,120
	HALL ST CARPARK #1	1,294
	HALL ST CARPARK #2	38
	HALL ST CARPARK #3	72
	MARAETAI COAST RD CARPARK	4,244
	MASSEY AVE CARPARK	112
	PINE HARBOUR CARPARK	182
	ROULSTON ST CARPARK	34
	THIRD VIEW AVE CARPARK	1,040
	TOBIN ST CARPARK	103
	TOBIN ST SERVICE LANE CARPARK	145
	WAITI BAY CARPARK	1,806
	WAKELIN RD CARPARK	208
	TUI BRAE CARPARK	189
	EDINBURGH ST CARPARK 15 EDINBURGH ST	150
	EDINBURGH ST CARPARK 29 EDINBURGH ST	82
	West Street - 10 to 18	3,962
	Kitchener Road - 9	3,344

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