

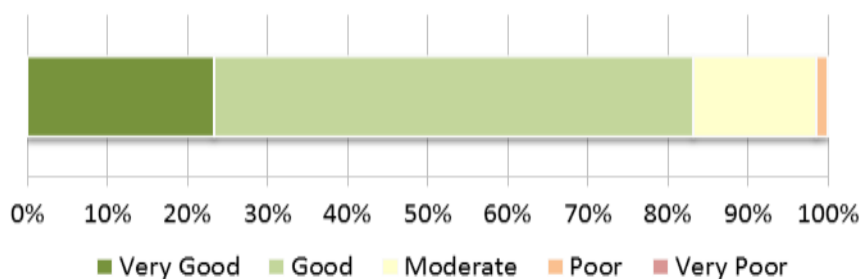
Parking ACMP Summary

Network overview

On-street car parks	2,000	estimated
Off-street car parks	157	
Parking buildings	6	
Pay-and display units	872	
Variable message signs	11	
Car park lighting poles	522	

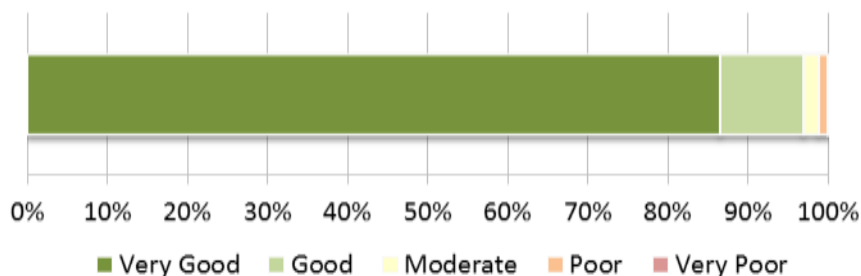
Current profile

Parking: Off street car parks (m2) (All)



Data source: SPM (October 2014)

Parking: Parking buildings and equipment (value) (All)



Data source: SPM (October 2014)

Asset type	Measure	Age	Condition
On-street parking	TBC	TBC	TBC
Off-street parking	70%	70%	70%
Parking buildings	TBC	TBC	TBC
Pay-and-display units	100%	NA	NA
Variable message signs (VMS)	TBC	TBC	TBC
Car park lighting poles	TBC	TBC	TBC

Parking ACMP Summary

Levels of service

Outcome:	Effective		
LOS statement:	Provide appropriate levels of parking		
Performance measure	Current Performance	Target Performance	Target Date
On-street parking occupancy rates	59%	TBC	ongoing
Parking off street occupancy rates : casual			
Parking off street occupancy rates: early bird		85%	
Reliability (uptime) for pay and display machines	100%	97%	ongoing
% of drivers complying with parking restrictions	84%	82%	ongoing
% of user satisfaction with access to parking	75%	80%	ongoing

Outcome:	Efficient		
LOS statement:	Provide appropriate levels of parking		
Performance measure	Current Performance	Target Performance	Target Date
Carpark turnover	1.4	TBC	ongoing
Parking compliance	83%	TBC	ongoing
Infringement review response time	1.6 days	5 days	ongoing
Monthly average infringements issued	36,386	TBC	ongoing

Outcome:	Accessible		
LOS statement:	Provide appropriate levels of parking on the road network		
Performance measure	Current Performance	Target Performance	Target Date
On-street parking occupancy rates	59%	TBC	TBC
% of drivers complying with parking restrictions (from 2012 Annual Report)	84%	82%	TBC
Special vehicle lane compliance	96.8%	98%	TBC
% of user satisfaction with access to parking	75%	80%	TBC

Outcome:	Vehicle safety		
LOS statement:	Provide a safe parking building environment		
Performance measure	Current Performance	Target Performance	Target Date
% of customers satisfied with vehicle security	70%	80%	TBC
% of customers satisfied with level of personal security	85%	80%	TBC
Number of health and safety incidents	0	0	TBC

Parking ACMP Summary

Current (2015) backlog

Backlog: The financial value (quantity %) of assets in a “poor” or “very poor” condition.

On-street car parks	TBC	TBC
Off-street car parks	TBC	TBC
Parking buildings	\$1,000,250	1.1%
Pay-and display units	TBC	TBC
Variable message signs	TBC	TBC
Car park lighting poles	TBC	TBC

Strategic approach

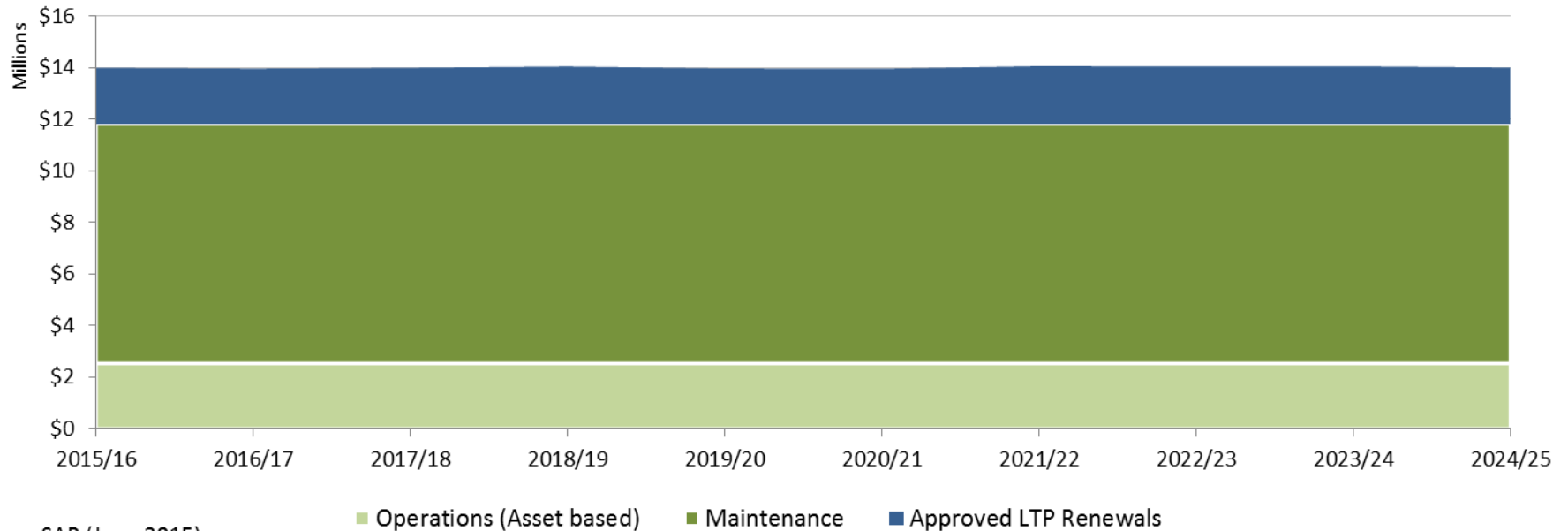
- Assets assessed and renewed dependant on severity when classified level 4 ‘poor’.
- Assets renewed immediately when level 5 ‘very poor’ condition is seen.
- Maintenance and services carried out at the most optimum time in the asset lifecycle.

Parking ACMP Summary

Renewal and Maintenance Costs (\$M)

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	10-year total
Approved LTP Renewals (uninflated)		\$2.2	\$2.1	\$2.2	\$2.2	\$2.1	\$2.1	\$2.2	\$2.2	\$2.2	\$2.2	\$21.9
Renewal Investment Needs (uninflated)	\$2.1	\$2.5	\$1.9	\$3.0	\$3.3	\$3.7	\$4.3	\$4.2	\$4.4	\$4.4	\$4.4	\$36.0
Renewal shortfall		-\$0.3	\$0.3	-\$0.8	-\$1.1	-\$1.5	-\$2.1	-\$2.0	-\$2.1	-\$2.2	-\$2.3	-\$14.1
Maintenance		\$9.3	\$9.3	\$9.3	\$9.3	\$9.3	\$9.3	\$9.3	\$9.3	\$9.3	\$9.3	\$92.7
Operations (Asset based)		\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$25.4
Consequential OPEX shorfall		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Depreciation	\$2.4	\$7.2	\$8.3	\$10.0	\$9.8	\$9.7	\$9.6	\$9.6	\$9.0	\$7.2	\$6.9	\$87.2

10-year Parking Financial Forecast



Source: SAP (June 2015)

Parking ACMP Summary

Consequences if asset needs cannot be afforded

- The renewal backlog is estimated to increase to \$14.4m in the next 10 years.
- There may therefore be an impact to the current level of service being provided to AT's customers.
- The current state of AT's carparking network may deteriorate.

Key issues

Key issue	Recommendation
Stormwater run-off treatment rules for new or redeveloped carparks have changed.	To be investigated and quantified the impact of the new stormwater quality run-off rules.
There are many at-grade car parks that are not fully utilised and there are ongoing costs such as rates and maintenance.	Complete review of at-grade car park portfolio. Dispose assets not required for current and future use
Transparency of carpark expenditure and revenue stream within Auckland Transport.	Review and clarify expenditure and revenue streams.
Uncertainty of ownership and responsibilities of some parking assets, buildings and facilities	Clarify ownership and responsibility.
Lack of certainty and consistency of carpark data/information.	Establish data collection processes and supporting IT systems to maintain relevant carpark information.
The standards for parking buildings to meet seismic requirements is under review post Canterbury earthquakes	Monitor any changes in structural codes and resurvey parking buildings if significant
Retro strengthening of existing parking buildings to meet seismic standards may not be financially viable in some cases.	Confirm the benefit cost ratio for parking buildings that may require retro strengthening.
Finding the optimal balance between short-term parking versus all-day parking to encourage public transport and for other uses such as retail and business.	Monitor the cost and availability of parking space against public transport usage. Work with schools and businesses and other uses to provide input into parking needs for an area balanced against other transport modes such as walking buses, cycle ways and buses
Road space at peak demand is frequently hindered by illegal parking such as clearways and bus lanes particularly in key road corridors.	Enforce the compliance of bus and transit lanes. Continue with providing Parking Wardens to monitor and enforce parking compliance. Continue to provide good parking information on Auckland Transport's website.
Technology is variable for parking equipment and not always meeting end user expectations	Investigate options for introducing new technology consistently with regional approach
Pay and display equipment must provide secure facilities for credit card use. The software needs to keep up with technology changes.	Investigate emerging technologies for updating pay and display equipment cost effectively.