

# Park and Ride in Auckland



## What is park and ride?

Park and ride is a premium service offered by AT to help connect people in outer parts of Auckland to the Rapid Transit Network (RTN), where there are no other easy transport options.

In its simplest form, people park their private vehicle and then take public transport to their final destination.

The intent of park and ride is to extend access to the public transport network by capturing car trips nearer to their origin, facilitating mode shift to help ease congestion and reduce emissions.

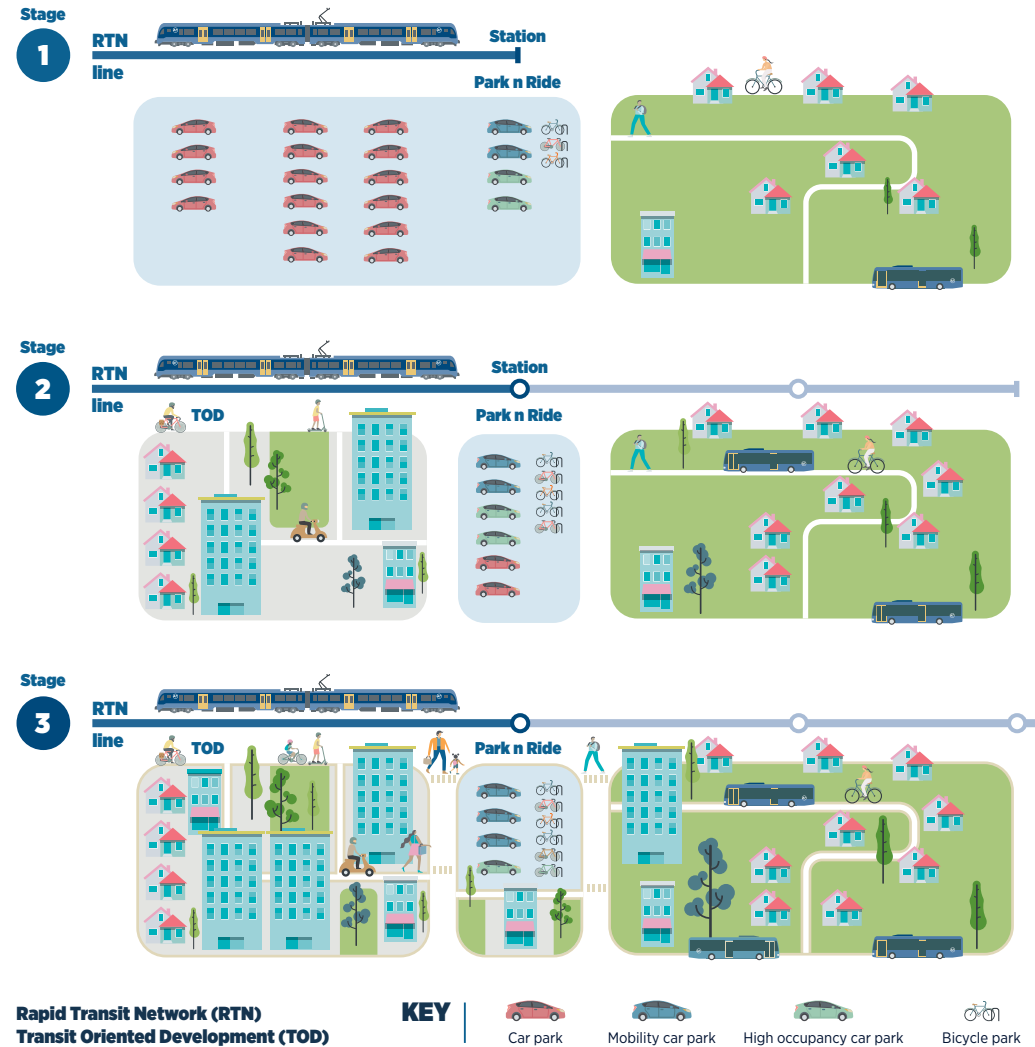
There are three distinct stages of a park and ride. These stages are related to the transport and land use at and around the RTN station. As a site evolves the needs change and AT's approach to the site will change.

## Life cycle of a Park and Ride

**Stage 1** depicts the emergence of a park and ride site, in an area that is not yet well-served by public transport. Feeder bus services are few and not very frequent. Land use and development is in its initial stages or is low density. This is the case for most of the park and rides on the outer edges of the region.

**Stage 2** depicts areas that have more and varied surrounding land use, which supports better public transport connections, with more frequent feeder bus services. Park and ride provides additional choice to users but car parking space should be allocated to reflect and encourage more access by other more sustainable travel modes.

**Stage 3** depicts sites that have more mature and intensive surrounding land uses and the public transport system is more comprehensive. The public transport interchange supports reduction of carparking and transit orientated redevelopment.



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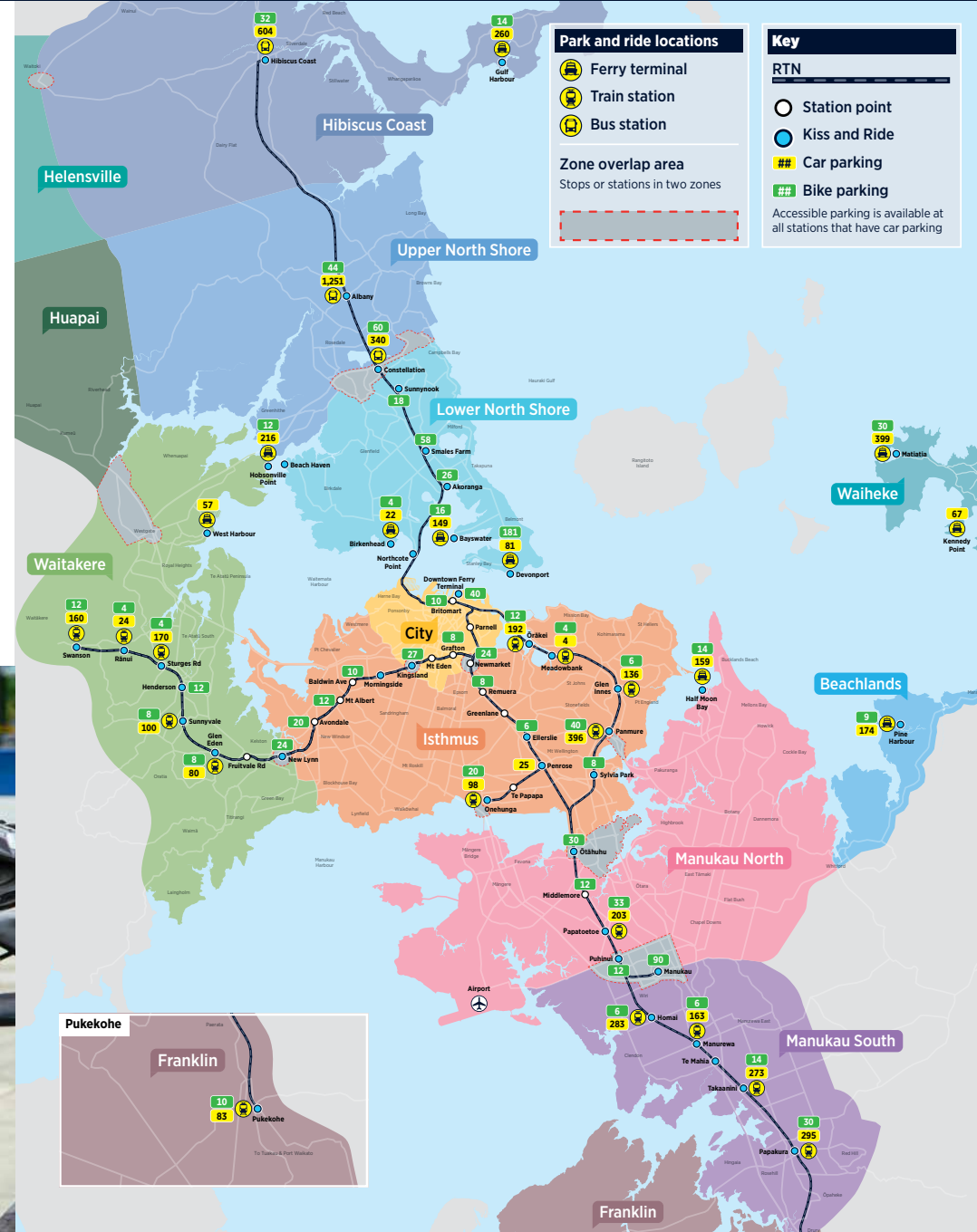


## Park and Ride in Auckland

Auckland's park and ride network has evolved as the rapid transit network has developed. Auckland has thirty park and ride sites, with over 6,000 park and ride car parking spaces available, with almost all having bicycle parking.

Park and ride is well utilised where provided. The sites favour a peak time commuter market – with surveyed sites almost all filled up by around 7:30am on weekdays and are used for around 8 hours. Each site, regardless of location, has similar trends in terms of arrival time, departure time and duration of stay. For almost all sites park and ride customers represent a minority segment of the passengers accessing each station.

The catchment areas for sites is generally within a 5km radius.



## There are issues and opportunities for park and ride

We have looked in detail at the park and ride system and network to identify the issues and opportunities.

**Park and rides need to be run as a premium service, consistent with their strategic role.** At present park and rides can be used with little oversight. People can park there for free, for an unlimited amount of time, for any reason, and this doesn't align to their purpose and level of investment. This means that we have no understanding of their true value and it makes investment decisions difficult.

**Some park and rides are no longer justifiable.** The strategic role of park and rides is to extend the RTN to people who do not have other access options to reach the RTN, and there are a number of park and ride sites across the region which do not perform this function. Their continued operation and investment reduces the opportunity for investment elsewhere and raises questions about equity.

**Park and rides – and by extension RTN stations – need to have ever-diversifying access options.** If we want to encourage people to access the RTN via modes other than private motor vehicle we need to provide infrastructure to support this. This means more Cycle and Micro-mobility (CAM) parking, more connecting bus services, more/better options for walking from nearby, car share/rideshare space and kiss and ride (drop off) areas.

**Park and rides are not being run in the same way as other off-street parking facilities.** We need to provide more customer information to users, operate sites in a manner that reflects their value, consistently collect data on their use, and operate them as more dynamic locations. We also need to manage surrounding parking, given its proximity. This will be particularly important as sites evolve through the different stages of park and ride, to change the offering available to match the stage.



## How we propose to change park and rides to deal with the issues and respond to opportunities

In line with the park and ride policies set out in the Parking Strategy and Regional Public Transport Plan, AT plans to make changes to the park and ride system. These changes will see park and rides offer a seamless and easy journey, focussed on customer needs. It will include:

<b>More diverse access options</b>	In order to reduce pressure on park and rides we will increase the amount of Cycle and Micro-mobility (CAM) parking, ensure kiss and ride (drop off) zones and potentially high occupancy vehicle bays are provided. We will continue to focus on significant investment in connecting bus services
<b>A user cost</b>	A small charge will encourage those who can to use other access options (such as public transport) and will see the park and rides be run like other off-street parking facilities
<b>Electronic integration</b>	The access arrangements and costs should be integrated into existing systems, so that discounts can be given to those parking and riding versus those parking and not using public transport
<b>Better customer information</b>	Alerting customers before they leave their home to how many spaces are available in the park and ride and providing park and rides as journey options to enable informed journey planning
<b>Performance monitored and managed</b>	We will monitor facilities to see how they are being used, when they are being used and build a rich dataset to assist with operational and future investment decisions
<b>Site divestment / redevelopment</b>	Where sites are no longer justified/aligned with the strategic intent of park and rides we will look to redevelop or sell the sites to enable better use of land close to the RTN
<b>New park and ride development</b>	Where new urban areas are developed, we will create new park and ride sites where justified, to assist with the utilisation of the RTN

Work is underway to develop a detailed plan to deliver these changes, looking at site management and operation, technology solutions and innovation, customer-centric design and future trends and land use/transport changes. We will provide more information as it becomes available and as work progresses.

# The Kerb Zone Management Framework – Summary

## Introduction

The Kerb Zone Management Framework (KZMF) outlines how Auckland Transport (AT) will manage the kerb zone space to better meet the needs of road users. The KZMF is guided by the Auckland Parking Strategy 2022 and will primarily be used as a guide when preparing Comprehensive Parking Management Plans (CPMPs).

## What is the kerb zone?

The kerb zone includes both the space between the property boundary and kerb (usually containing the berm and footpath) and also the lane adjacent to the kerb.

Historically, kerb zone space has been used for walking and car parking. But as the needs of Aucklanders change, and the number of ways we use kerb zone space increases, we need to more actively manage this space to ensure its best use for Auckland as a whole.

The diagram displays some of these kerb zone uses, highlighting the complexity and many different interactions within this space.

### The four key kerb zone challenges

- Use of the kerb zone does not align with strategic direction for land use or transport
- Lack of access for goods, services, and passenger pick-ups/drop offs
- The need to rapidly reduce greenhouse gas emissions from transport
- Insufficient space for people on our streets.

#### Parking

- vehicle parking
- mobility parking
- bus stops/layover/taxi stand
- loading zones
- Pick up drop off

#### Movement

- general traffic
- footpath and crossings
- cycle facilities
- shared path
- special vehicle lanes e.g. bus/T2/T3/freight lanes

#### Place

- signage
- wayfinding
- outdoor dining
- seats
- planter boxes
- water fountains
- bollards

#### Utilities and green infrastructure

- water
- electricity
- wastewater
- overhead e.g. streetlights
- raingarden
- swales
- bio retention
- catch pits
- stormwater pipes
- wastewater pipes

#### Council services

- vegetation
- street trees
- planter boxes
- grass berms
- green roofs/walls
- rubbish bins
- rubbish collection
- post boxes

#### Maintenance

- footpath maintenance
- carriageway maintenance

#### Private

- Awnings
- Retaining walls
- Standalone billboard
- Enhanced street sign



# The Kerb Zone Management Framework – Summary



## How AT proposes to manage the kerb zone

The KZMF ties in closely with the Auckland Parking Strategy and as such shares similar objectives. In addition to the Parking Strategy objectives, four additional objectives have been developed for managing the kerb zone:

- Allocation of space (particularly at times of peak demand) supports the provision of transport choices beyond just single-occupant vehicles.
- Allocation of space in the kerb zone should support the transition to a low carbon transport system.
- The kerb zone must be safe for all users and changes to the kerb zone should reflect AT's Vision Zero approach to safety.
- The use of the kerb zone should reflect the Place function of a location and recognise the role and needs of adjacent land uses.

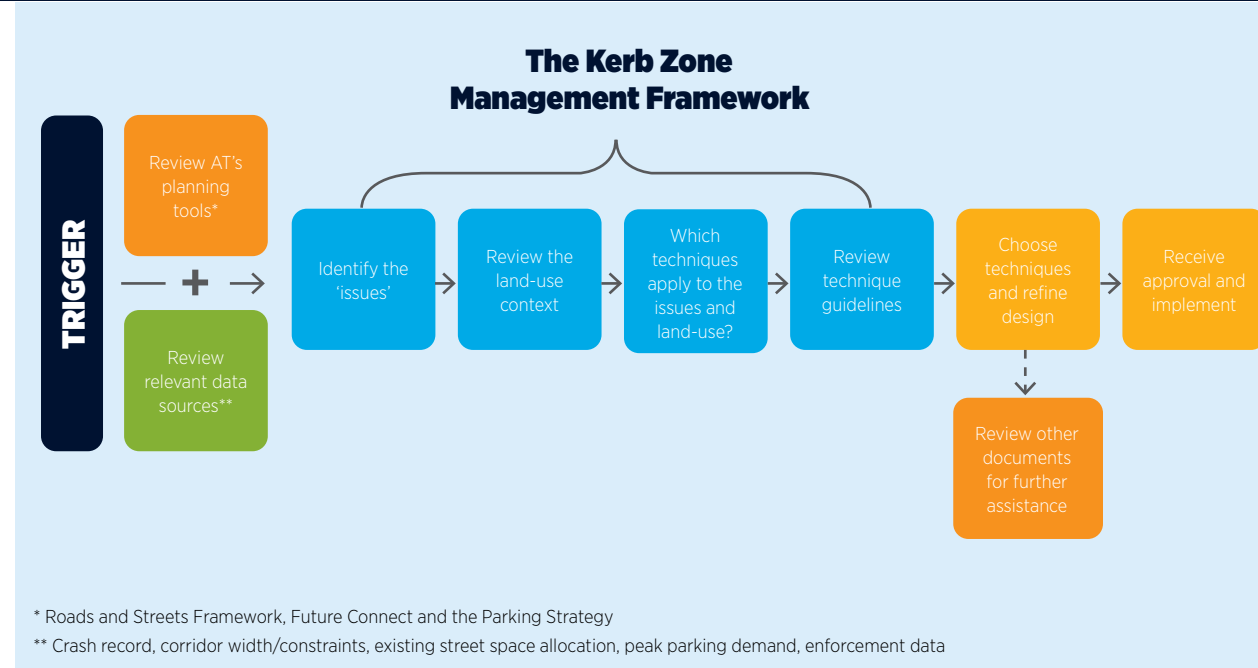
## How the KZMF works

The KZMF provides guidance on which management techniques are appropriate for different contexts. To do this, the KZMF first identifies the problem in an area and the type of land use in that area.

Each of the techniques is assigned a weighting for how effective they are at addressing each problem and how appropriate they are for each different land use context.

When these two inputs are combined, they filter the techniques to show which are the most effective for the combination of problem and land use.

Planners and designers will then be able to include space for the appropriate techniques in their street designs to get better use out of our limited kerb zone space.



## When will the KZMF be used?

Eight key triggers have been identified which would result in the need to follow the KZMF.

- Comprehensive Parking Management Plan (CPMP) required for an area
- Place function of a street increases through changes in land use
- Peak vehicle parking occupancy exceeds 85%
- A large-scale development is lodged (per the Service Level Agreement with Council for reviewing resource consent applications)
- Plan Change is lodged
- Enforcement issues (e.g. number of infringements issued)
- Increasing the area of a carriageway
- Project to reallocate road space.

Place function represents the catchment of a road or street and its adjacent land use as a destination in its own right. A simple way to picture this is to consider how far, and how many people are prepared to travel to go there. More information about Place function can be found in the Roads and Streets Framework: <https://at.govt.nz/about-us/transport-plans-strategies/roads-and-streets-framework/>

# The Kerb Zone Management Framework – Summary



## The kerb zone management techniques

The kerb zone management techniques that are used in the KZMF are listed below. This is not an exhaustive list of possible uses of kerb zone space, but it is a list of techniques that address some of the common problems and are suitable for application in Auckland.



Greening (ie planting) the street



Outdoor dining



Loading zone management (including bookable loading zones)



Pick-up/drop-off zones (PUDO)



Raised loading zones



Reallocation of parking space to improve walking



Shared mobility hubs



Reallocation of parking space to install priority lanes for public transport, high occupancy vehicles, freight, and cycling.



Bicycle and scooter parking



Centralised waste storage.



Parklets and placemaking

These techniques will be combined with the existing parking management techniques (e.g. pricing and time restrictions) and together provide a more complete picture of the possibilities for use of the kerb zone space. In some cases, there won't be any need to change how the kerb zone is currently used.

The framework is flexible and can accommodate new techniques as required. Some of these techniques will require further work to develop design standards or to update regulations to enable them.



# Comprehensive Parking Management Plans - Summary

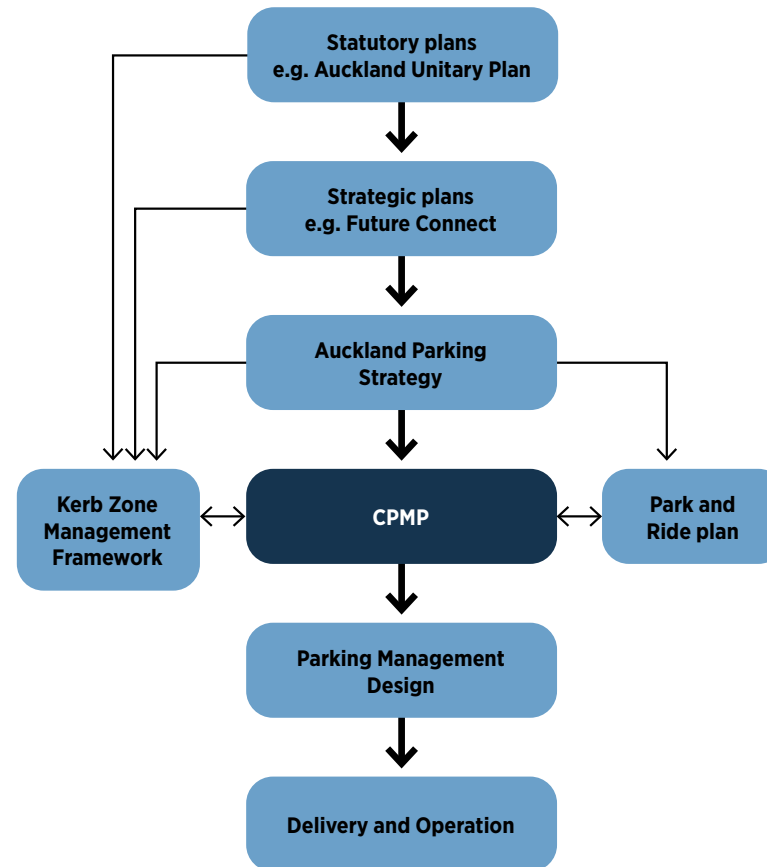
## What are CPMPs?

Comprehensive Parking Management Plans (CPMPs) are detailed parking plans developed for a specific location. They provide a thorough assessment of the parking and broader transport environment in areas subject to existing or forecast parking demand pressures to identify issues and opportunities, and develop recommended changes to the public parking supply and kerb zone space.

They are developed with a strong strategic lens, linking proposed changes to the broader transport and land use system. They are the overarching strategy which lead to the detailed parking design plans for an area.

## Developing CPMPs

The strategic context of CPMPs are shown in the diagram below



# Comprehensive Parking Management Plans - Summary

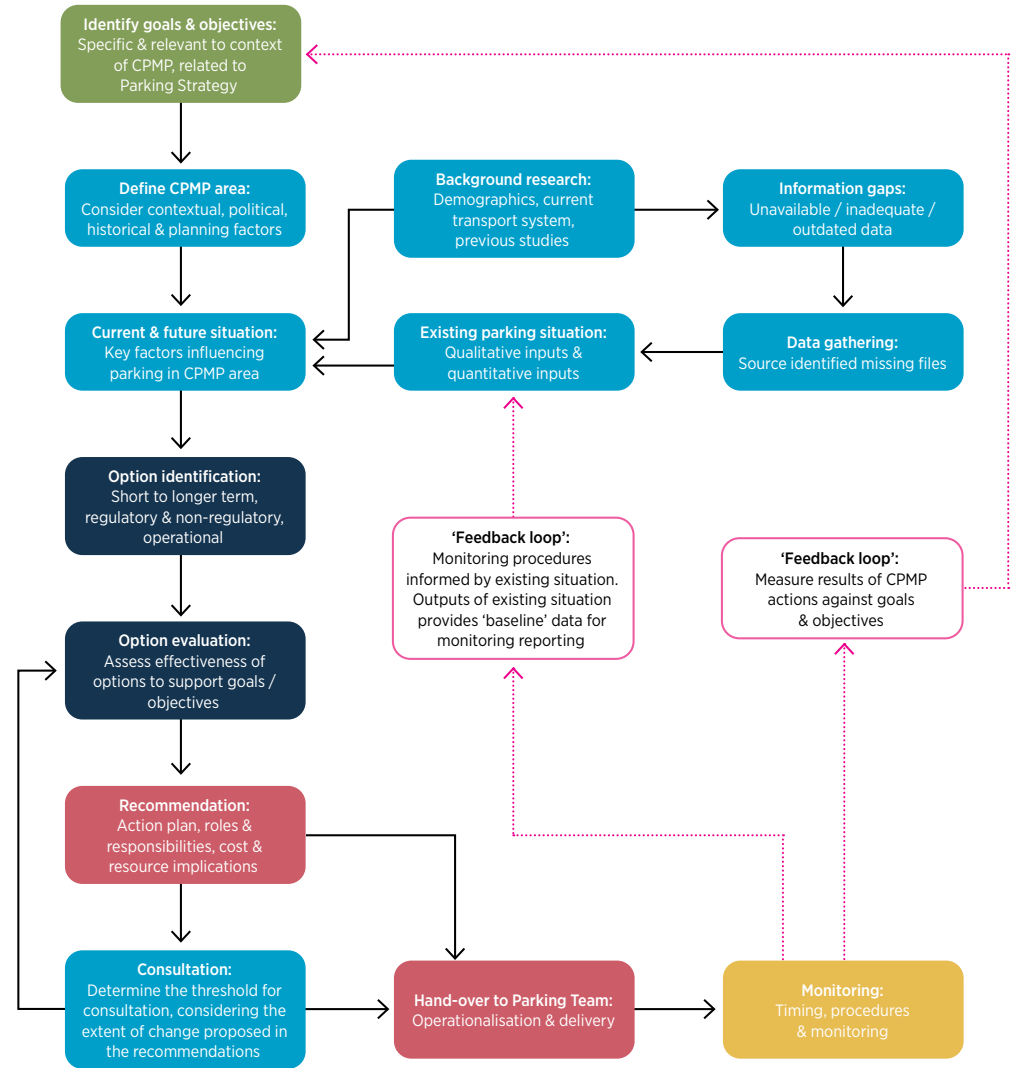


## The scope of CPMPs

Typically, a CPMP will cover:

- Development of location-based parking management objectives that reflect the wider aspirations and direction of the Auckland Parking Strategy
- Analysis of existing and future transport and land use conditions, and the existing parking situation
- Identification of existing and future issues and opportunities related to parking and transport
- Identification of appropriate tools and methods for the location that would contribute to parking management objectives (e.g. shared parking) and which optimise the use of the kerb zone to reflect the wider demands on this section of the carriageway
- Analysis of the supply, location and management of centralised or consolidated public (off-street) parking facilities including stand-alone parking lots and buildings. This includes the divestment (or implications for redevelopment) of existing parking facilities
- A detailed plan for proposed changes, taking into account the analysis.

The Framework is suited to all scales of parking analysis: from a site to a street, from a centre to a suburb, with the process being summarised in the diagram adjacent.



### Legend

- Option Identification and Evaluation
- Define Project Outcomes
- Data Collection and Analysis
- Recommendations
- Monitoring



# Comprehensive Parking Management Plans - Summary



## Consultation and Engagement

Public engagement on a CPMP will take place once the CPMP has been reviewed by the local board and feedback provided.

The nature of public engagement is dependent on the scale of change proposed and will be consistent with the public engagement policy in the Auckland Parking Strategy. Incorporating feedback on the CPMP proposals in the final document will help capture any outstanding issues that were not adequately addressed in the draft CPMP.

Listening to community views, including those of Local Boards, and gathering input into the development of the CPMP will help provide a stronger mandate for any changes proposed once the CPMP is operationalised/implemented.



Example of before and after kerb zone uses following a CPMP



# Comprehensive Parking Management Plans - Summary



## How will we prioritise locations

Some parts of the city will require action earlier than others due to a range of factors. Consequently, the programme of CPMPs for Auckland will be delivered over a ten-year period, in line with the Regional Land Transport Plan 2021-2031 (RLTP) work programme.

The development and roll-out of CPMPs will be prioritised based on several factors, including the regional 'tiered parking management' approach outlined in the Parking Strategy. This approach will also mean that we can incorporate the lessons and successes of earlier CPMPs throughout the remainder of the programme

Taking the planned and expected changes to the transport and land use system into account, AT has developed a prioritised programme for the roll-out of CPMPs across the region. This will allow for a proactive response to potential parking issues that may arise from:

1. the type, scale and extent of activities that are present now, or those expected in the future, and/or
2. the extent and timing of change, informed by objectives and problem definition.

While we have prepared an initial prioritisation of the locations of interest, the prioritisation may change due to unexpected external factors such as new business or housing developments. The starting point for the prioritisation is that Tier 3 areas will require the most urgent action.

While the nature of activities provides a reliable indication of the need for parking management, other characteristics can influence parking demand, and the need for parking management. The most common changes that can influence the need for parking management include:

- Intensification/land use changes (eg redevelopment of a low density shopping centre into mixed-use development)
- Transport changes (eg a new high frequency bus route)

