Room to Move: Tāmaki Makaurau Auckland's Parking Strategy

Making the most of our kerbs and public parking to keep Auckland moving

With a focus on Taha Hinengaro
- Mental & Emotional Wellbeing

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Outline

1. Overview of the parking system and strategy

2. Parking is a complex resource management issue

3. Parking framed within te Whare Tapa Whā

4. Focus on te taha hinengaro/mental and emotional wellbeing

5. Working towards the outcomes we want

Tāmaki Makaurau Auckland's parking system

Parking system

The parking system, including kerbsides, has complex land use and transport network interactions

- AT is responsible for managing the road corridor, including parking on public roads. AT also manages some Council-owned off-street public parking, while Council manages most community facility parking.

- Private parking is managed through the Auckland Unitary Plan.

What is the Parking Strategy?

It sets out the approach AT takes in managing and operating the public parking system

- It sets out how public parking is managed, in a way which is fair and consistent, and aligned to broader transport objectives.

- The Strategy includes all types of parking and kerbside uses, including parking for cycling, micromobility, for loading and servicing and pick-up drop off and for bus operation. It also acknowledges the role of the road corridor as a 'place'.

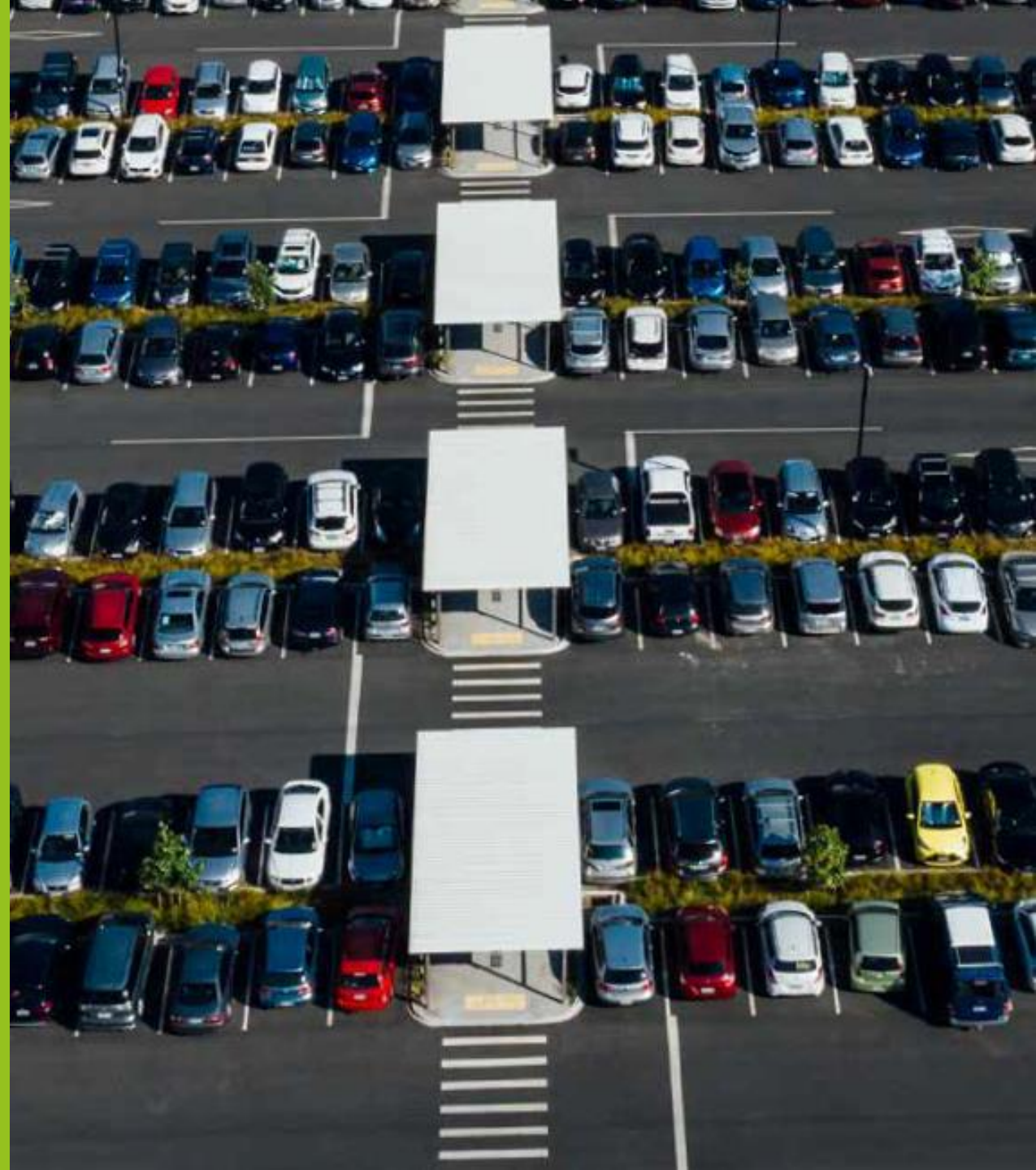What do we need our kerbsides for?

The review is to update and align policies

As Kaitiaki of this system, AT needs up-to-date policies

- Parts of the transport system are facing enormous challenges. Development is happening without sufficient parking, evident in carparking spilling out onto surrounding streets. With growth, this problem will likely get worse

- Most roads aren't going to get bigger, so we need to operated them safely and efficiently utilising space to move people and goods

- There are links to parking/car use and the Transport Emissions Reduction Pathway. Policies need to align to allow us to manage the relationship between parking and travel demand

- Our ability to manage the system is reliant on resourcing and on some external factors. Understanding and responding to these has been an important aspect of the review

Parking is a complex resource management issue

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Parking is a 'wicked problem'

There is both complexity and opportunity in this

Lacks a single clear solution

Has unforeseen outcomes

Is multifaceted & interdependent

Wicked Problems

Is operationally & socially complex

Involves behaviour change
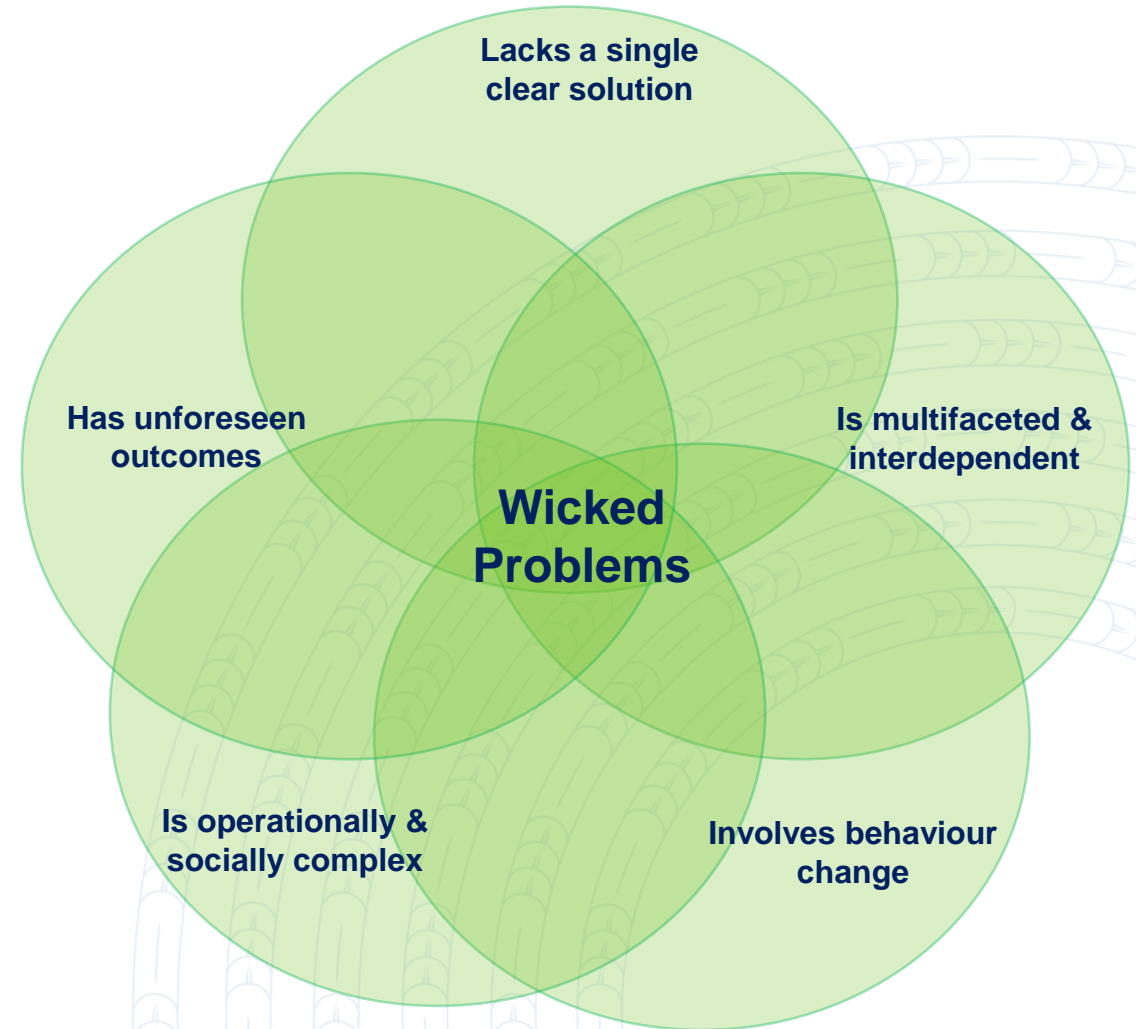
Adapted from www.intapp.com

Parking framed within te Whare Tapa Whā

Te Whare Tapa Whā

Te whare tapa whā can help us to consider this complex problem of parking in another way, centred on people as customers of the transport system.

engineering new zealand **Te whare tapa whā**

Te taha hinengaro
Mental and emotional well-being

Te taha whānau
Social well-being

Te taha tinana
Physical well-being

Te taha wairua
Spiritual well-being
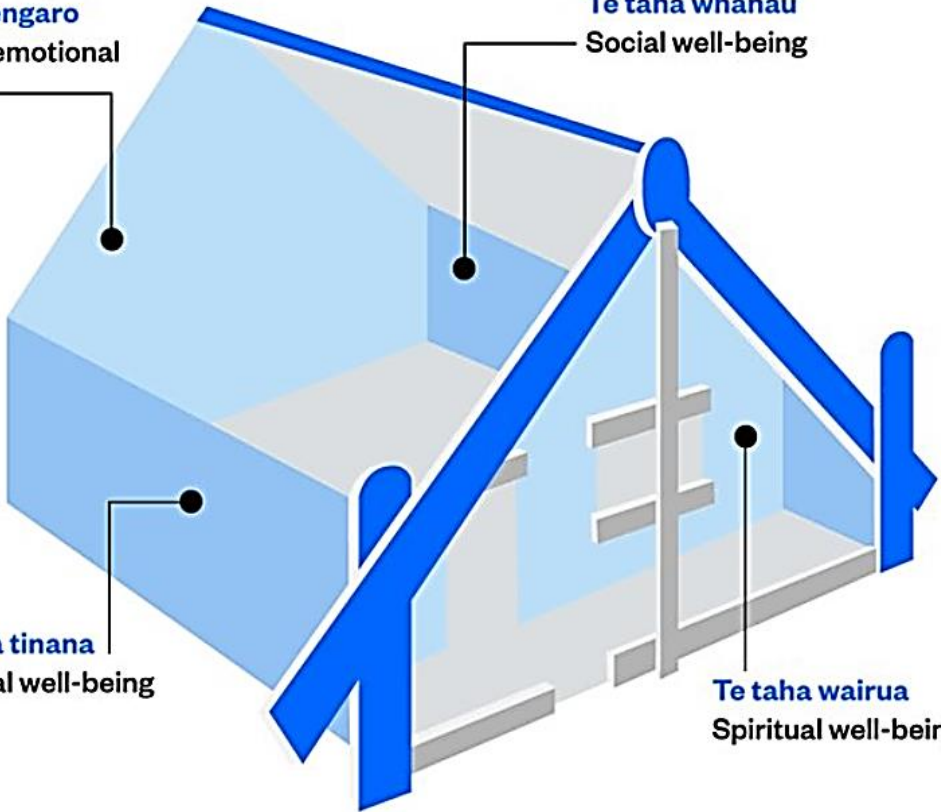
Te taha whānau, taha wairua, taha tinana

We talked to Manawhenua and mātāwaka about parking management, here is some of their matauranga

Te taha whānau/social wellbeing

- Access and parking availability affects most people
- Access to family, friends, education, employment and services

Te taha wairua/spiritual wellbeing

- Access to important places: te whenua, te moana, wāhi tapu

Te taha tinana/physical wellbeing

- Access to healthcare
- Access to recreation. Alternatively active modes have health benefits
- Car use as a buffer to the road environment and for personal safety

Focus on
Te Taha Hinengaro

Parking is an emotive topic

Competition for parking enrages people!

"STAUNCH CONSERVATIVES OFTEN BECOME ARDENT COMMUNISTS WHEN IT COMES TO PARKING, AND RATIONAL PEOPLE QUICKLY TURN EMOTIONAL."

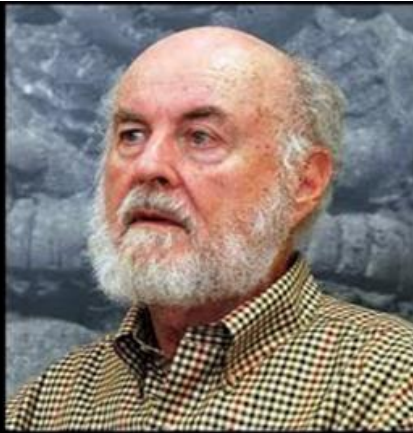-DONALD SHOUP

"FREE BREAD + STOP PARKING HERE"

Te taha hinengaro/emotional wellbeing

Themes we heard during community engagement

Te taha hinengaro/mental & emotional wellbeing

- We're all having to deal with compounding pressures right now, we are seeing economic effects (post pandemic) on the health/activity of the city centre
- Parking management shouldn't adversely impact people and places even more
- Parking infringements can contribute to creating a cycle of debt

- Anger towards AT, people feeling disempowered and frustrated at the system. As a result, some people weren't prepared to engage to get further information.

- There seemed to be general acceptance of the media narrative of the Parking Strategy (i.e. AT wants to take your parking).

- A lot of people wanted to know "how does this affect me?" which is a question that we cannot answer until we have CPMPs or corridor improvement plans - many people didn't understand that this was consultation on the regional framework/strategy.

- More generally, there was a lack of understanding about the parking system, jurisdictions, roles and responsibilities for parking provision and the policy framework.

What we heard during public engagement

Local boards

- **A blanket approach to parking management will not suit the diversity of the region**

- **Concerned about significant or fast change and about impacts that reduction in parking and increasing cost would have on the most disadvantaged**

- **Desire to see implementation limited to areas with 'sufficient' public transport**

- Want to be involved in local planning

- Some calls for more parking availability

- Emphasised the need for a transport response to climate change

- Support for better parking enforcement

Aucklanders

- **For 18 of the 25 draft policies there was more support than opposition**

- **Strong support for managing the Strategic Transport Network**

- **Majority support for the tiered parking management system**

- **Strong opposition to the proposal to charge all park and ride users**

- Support for community involvement in developing local parking management plans

- Opposition to selling off-street parking buildings/facilities

There is micro-complexity in the system

It can take effort to understand the rules

- We need to be explicit and prescriptive to enable enforcement

- We have to tell people where and when they can't park because parking is seen as allowed by default

- There is a point where static signage is not the solution

The outcomes we want from parking

Strategic transport objectives

AT's approach to parking management will support strategic transport objectives

Parking will:

be priced, regulated allocated and managed in a way that supports the shift to a low carbon future.

be provided in a way that supports and incentivises travel choices that align with broader strategic goals and intent.

support and improve connection between people, places, goods and services, particularly where public transport, walking, cycling and micro-mobility options are limited.

be designed, delivered and managed to be safe.

support transport and land use development to a more compact and less car dependent urban form, aligned with regional growth plans and broader strategic outcomes.

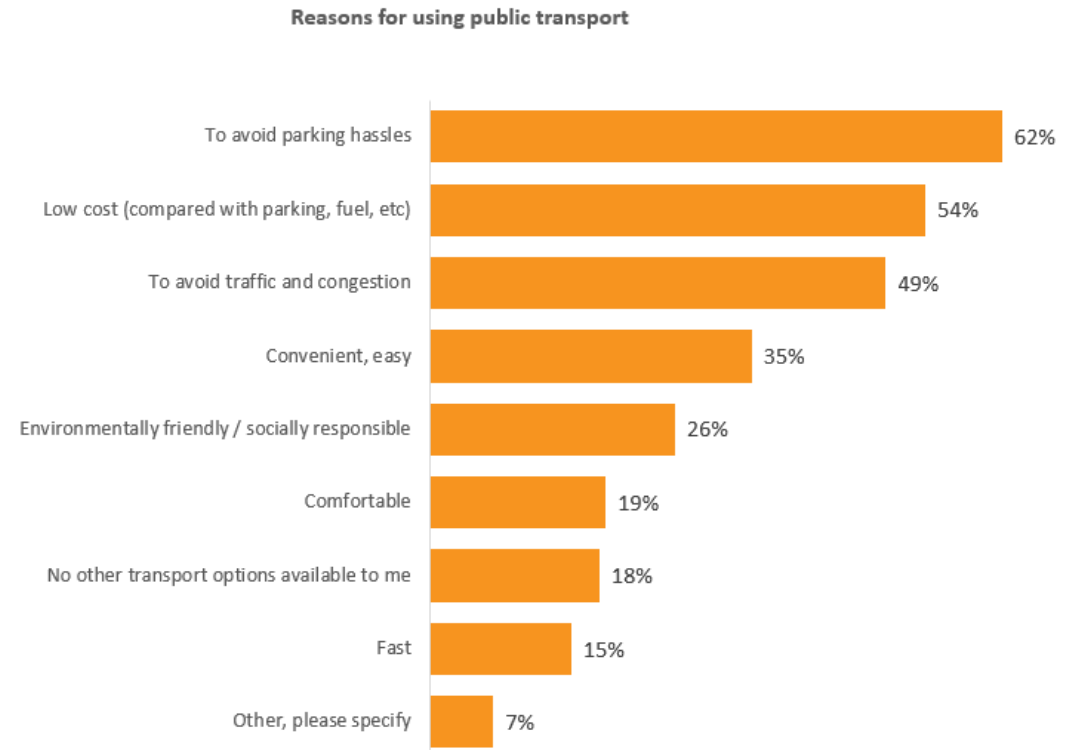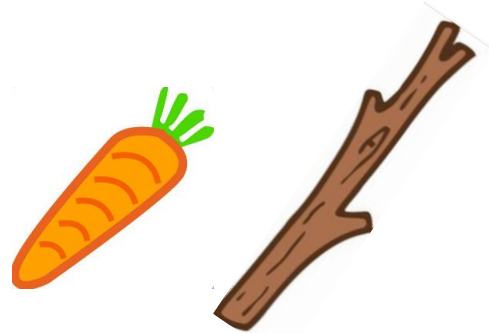*What about **better customer experiences** and **easy journeys**?*

Customer reasons for using public transport

The main motivators for using public transport are actually barriers to driving

The top three motivations for using public transport are to **avoid parking hassles**, cost savings relative to driving and to avoid traffic congestion.

Parking is a lever for travel decisions.

- but we don't want to disadvantage people who have fewer choices

Reasons for using public transport

Reason	%
To avoid parking hassles	62%
Low cost (compared with parking, fuel, etc)	54%
To avoid traffic and congestion	49%
Convenient, easy	35%
Environmentally friendly / socially responsible	26%
Comfortable	19%
No other transport options available to me	18%
Fast	15%
Other, please specify	7%

Approaches to parking management

How does this apply to parking?

We are taking two key approaches to manage parking:

- to enable strategic transport networks

- proactively plan and implement in areas that are 'ready for change'

There will also be a lot of 'BAU' operational changes, as needed

Strategic Transport Networks

To deliver the transport system of the future, policies enable us to repurpose road-space on the Strategic Transport Network
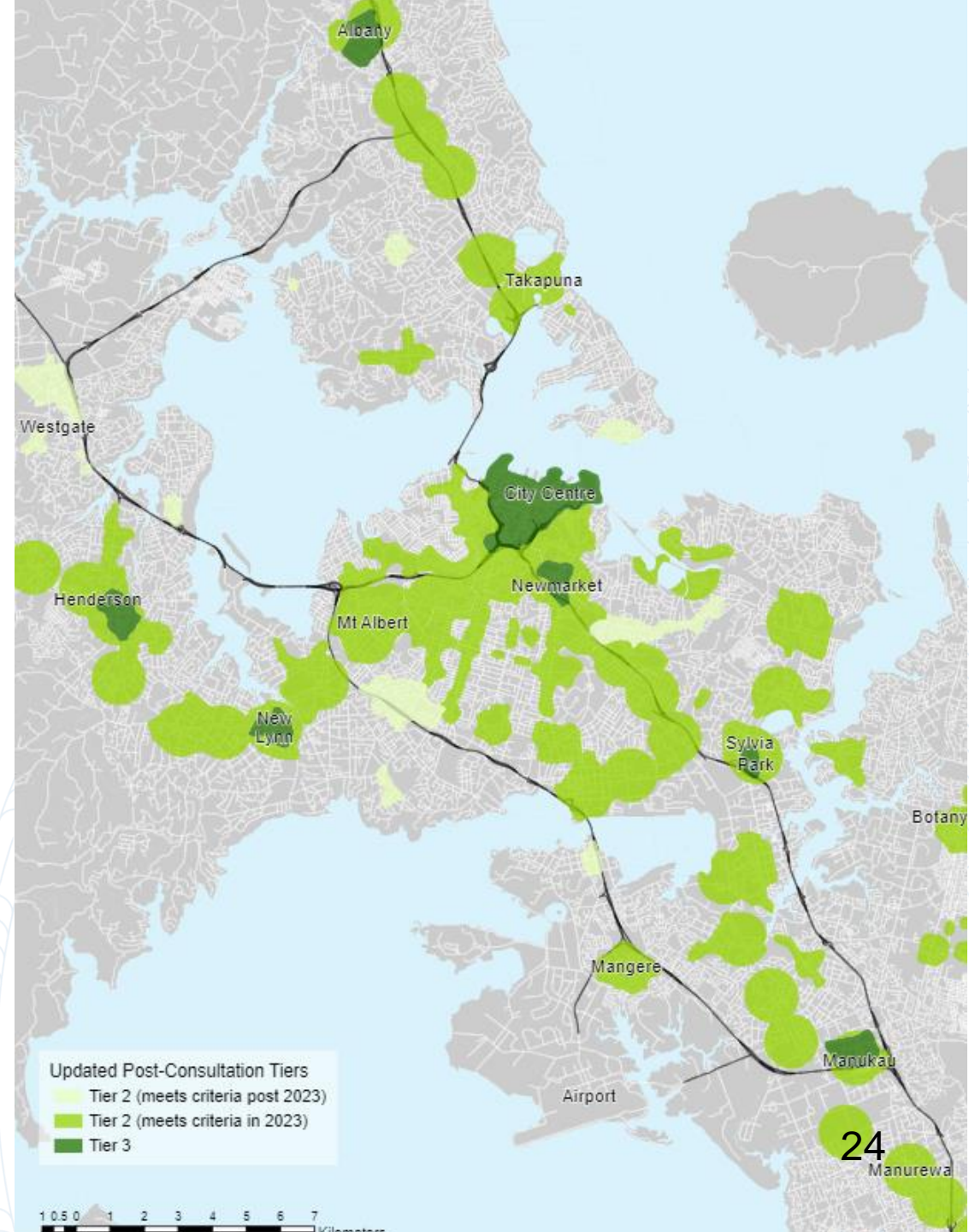
A prioritised programme starting with areas that have 'readiness for change'

Through developing Comprehensive Parking Management Plans, with communities, we will apply the approaches and policies set out in the Strategy

This is a spatial analysis of more intensive land use zones and public transport access.

- Tier 3 are centres, with highest priority for developing CPMPs and are generally where we already have high demand for parking.

- Tier 2 are also areas enabling land use intensity and have good public transport access.

- Tier 1 are areas where we will respond to parking management issues as they arise.

Updated Post-Consultation Tiers
- Tier 2 (meets criteria post 2023)
- Tier 2 (meets criteria in 2023)
- Tier 3

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A clearer, more legible parking system where everyone understands their role and responsibilities

If we are to resolve the 'headache' of parking, everyone needs to be involved

- We need to manage the effects of development where there is insufficient onsite parking, and manage peoples' expectations i.e. onstreet parking isn't guaranteed.

- If you own a vehicle, we want you to understand that car storage is your responsibility. You should feel assured of where you can park.

- We need to invest in parking and kerbside change to enable more diverse mode share.

- We need to continue to invest in public transport and an environment that supports active travel.

Changing the all-day parking outside my shop means I can't park there but the P30 means that there is almost always a space available and more people can use it

When I was looking for a place to rent, I specifically wanted somewhere with offstreet parking so I don't have to worry about that each day

I leave my work truck at the depot because I don't have space at home to park it

Parking in our neighbourhood is limited, it made sense for my family to sell one of our cars

Thank you