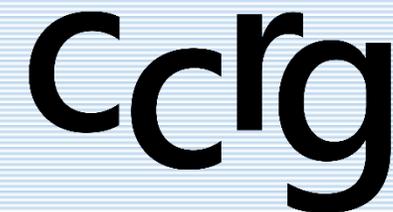




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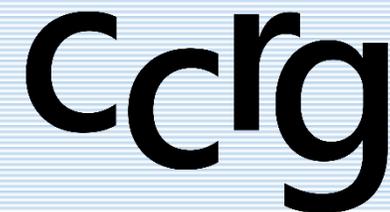
Auckland City Centre
Residents' Group

**Auckland Transport
Funding Option**



Transport makes up 43.6 % of Auckland emissions with **86%** of this from road use vehicles.

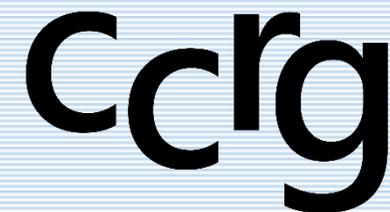
In Auckland, diesel vehicles are estimated to be responsible for **81%** of all vehicle related air pollution health costs, estimated at **\$466 million annually**.



At the 2017 census, Auckland's population was 1.7m.

As of September 2022, the number of registered vehicles in Auckland is recorded as 1.7m (trucks, cars, vans, delivery vehicles, utes, trailers, caravans and motorbikes) but does ***not*** include buses.

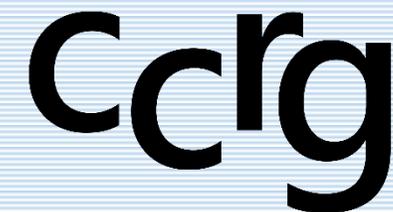
These figures suggest that Auckland has **1 registered vehicle per head of population.**



Auckland Council could require Auckland Transport to implement a system where all vehicles needing to park on a public road purchase an annual parking permit.

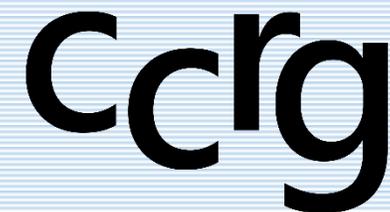
With 1.7m registered vehicles in Auckland, an annual parking permit of \$500.00 (\$1.37 per day) would raise **\$850,000,000** per annum.

If such parking permits were weighted for the size of a vehicle, i.e. the larger the more costly, it would be possible to raise **\$1b annually** in Auckland and **for Auckland**.



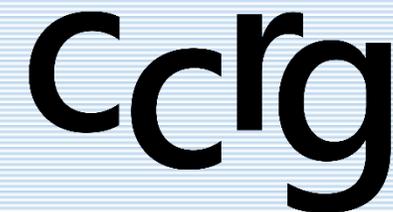
As a comparative example, many people living in apartment buildings in Auckland do not have a carpark with their property.

Renting a carpark costs approx. \$300 per month so a total of \$3,600 per annum – which is lot more than \$500.00!



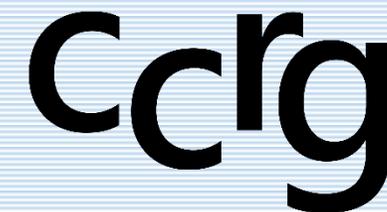
Auckland Council could also reduce Auckland Transport's budget by the annual amount they expect AT to raise themselves, and use that existing ratepayer money for their own climate change initiatives.

The outcome will be low greenhouse gas emissions, and a cleaner and more efficient public transport system that people can rely on to get from A to B on time.



Critically, it would raise in **one** year, what the current Climate Action Targeted Rate would raise in **ten** years.

In other words, we are asking that greenhouse gas producers meet the same share of climate damage that they cause — no other process could be fairer than that.



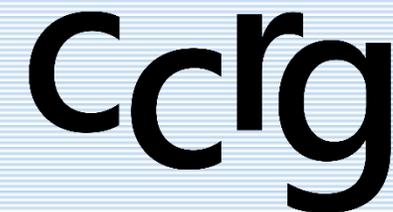
The current process of building very expensive four lane roads/streets for 'movement' and immediately reducing that capacity by **50%** for nothing more critical than storing vehicles can best be described as contradictory.

That produces the same outcome as AT would get from buying expensive double decker buses and using the top floor as free mobile storage units – anybody doing that would lose their job but together we allow this same process to happen all over New Zealand.



What we recommend is that AC request government to make changes to the Land Transport Act that allows Road Controlling Authorities to charge an annual parking permit *and* to limit parking by requiring that parking is only permitted where *indicated by signs* rather than the current system where parking is permitted *everywhere unless indicated otherwise by signs*.

To support this, we would also suggest that the legislative changes include provisions for RCA's to set infringement fees at a level that reflects the cost of enforcing parking limits in their specific territory.



Nga mihi nui for the opportunity to present our suggested revenue generating opportunity to you all today.

We would be pleased to engage with you further to order to progress our proposals into a workable policy regime.