

14 **Local board feedback on Auckland Transport's Draft Parking Strategy (2022)**

A document will be tabled in support of this item.

**Ngā tūtohunga
Recommendation/s**

That the Waitematā Local Board:

- a) provide the following feedback, taking into consideration their community's feedback, on the Draft Auckland Parking Strategy (2022)
- b) receive the tabled document demonstrating different applications of EV charger in the footpath and road corridor
- c) provide the following feedback on the proposed 'tiered approach':
 - i) note that pricing needs to be more fluid, based on demand and on a clear strategy
 - ii) support the implementation of tiered system across the region
 - iii) urge that any changes to the parking strategy must help deliver both the City Centre Masterplan and Access for Everyone
- d) provide the following feedback on the Strategic Transport Network:
 - i) in principle support the reallocation of parking spaces to high-capacity lanes, such as T2, T3, bus and cycle lanes, when traffic flow/demand supports that action
 - ii) support retaining parking at off-peak times where appropriate
 - iii) urge AT to continue to consult with affected stakeholders when changes are proposed, including local boards, residents (and their representative associations), business (and their representative associations)
- iv) not support the widening of arterial roads, if possible, as the funds required for widening are better spent on improving streetscapes and town centres
- v) urge sufficient loading/unloading, pick-up and drop-off areas need to be made available nearby areas of significant zoning on many arterial roads in the Auckland Unitary Plan in anticipation of more residential and business use
- vi) note that movement across arterial road pavements/cycle lanes into private property is undesirable as will compromise the safety of sidewalks, and property access should be encouraged to be via side streets
- e) provide the following feedback on Town Centres/Higher Density Zones:
 - i) support the improvement of town centre streetscapes through the conversion of parking spaces into people spaces
 - ii) support the use of parklet programs to approach streetscape improvement, such as where retailers/hospitality outlets can opt-in to have parking spaces converted to parklets at their cost. Once that carpark has been converted, it should not revert even if the retailer changes. Parklets should be easy to implement by businesses, in carparking spaces, footpaths, or berms
 - iii) urge AT to continue to engage fully with agencies such as city fringe business associations with concerns about losing parking, including through providing support such as resource around signage, advertising, access improvements, bus amenity and cycle amenity, and indication of nearby parking to assist in any transition of road corridors
 - iv) support altering parking on side streets to support local businesses and higher-density residential areas where required and practicable, including changing from parallel to angle, time limiting spaces, and creating loading zones
 - v) urge AT and Auckland Council staff to work together to ensure better alignment and outcomes, with more focus on streetscape, noting that the split in responsibilities and priorities between AT and Auckland Council has resulted in underwhelming outcomes regarding streetscape developments in some areas compared to major projects

- f) provide the following feedback on Parking Policies (Group 1), specifically regarding compliance and enforcement:
- i) urge increased enforcement in the city centre and town centres, particularly at night
 - ii) urge increased CCTV enforcement be undertaken, to improve efficiency and safety of enforcement officers
 - iii) suggest that bus lane enforcement could be undertaken by using CCTV on buses
 - iv) recommend more towing of illegal parking be undertaken, particularly where vehicles are parking on footpaths, cycle lanes, and areas that reduce space for active modes
 - v) urge AT to continue to push the Ministry of Transport for central government to devolve the setting of parking fines to local authorities without a cap on fines that can be set
- g) provide the following feedback on Parking Policies (Group 2), specifically regarding Park & Ride:
- i) note that the Waitematā Local Board area does not have any park & ride zones
 - ii) support the pricing of all park & ride, as this ensures ratepayers are not overly subsidising high-value land

connecting buses and integrated fares

- h) provide the following feedback on Parking Policies (Group 3), specifically regarding micro-mobility parking, loading zones, and EV chargers:
- i) support more bike and scooter parking is needed in primary positions, as close as possible to places of interest and at regular frequent intervals on shopping streets
 - ii) support parking zones for cycle/scooter hire, working with hire companies to implement geo-fencing
 - iii) note that micro-mobility parking is most useful when in smaller numbers in many locations rather than a few large corrals
 - iv) recommend the definition of loading zones to include other very short-stay commercial uses, including taxi pick-up/drop-off
 - v) recommend a comprehensive policy document is required for public EV charging stations, as they are likely to become more prevalent in the future
 - vi) not support the use of cable covers for private on-road EV charging, as they have the potential to impede footpath users (especially those in wheelchairs and prams), to create clutter and visual pollution, and create targets for vandalism
 - vii) not support EV chargers being located on footpaths as they impede vulnerable road users and can be dangerous
 - viii) support EV chargers being located in the road corridor with suitable protection (such as raised kerbs)
- i) provide the following feedback on Parking Policies (Group 4), specifically regarding Residents' Parking Zones:
- i) note that it is not clear how Residents' Parking Zones fit into the tiered system
 - ii) recommend that RPZ administrative fees should not be loss-making, and costs should be covered by the income received from RPZ fees, which may necessitate an increase in fees every year
 - iii) note that "Hide & Ride" is a major problem in the Waitematā Local Board area where Residents Parking Zones end, and a solution to this is needed. For

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 - ii) recommend that RPZ administrative fees should not be loss-making, and costs should be covered by the income received from RPZ fees, which may necessitate an increase in fees every year
 - iii) note that "Hide & Ride" is a major problem in the Waitemata Local Board area where Residents Parking Zones end, and a solution to this is needed. For example, a resident has reported they cannot park anywhere near their own house on weekdays as they are 10 metres beyond the RPZ so commuters flood those streets before catching the bus
 - iv) suggest that parking pricing and RPZ implementation must be communicated to the Auckland Council Community Facilities team, as increases to parking pricing may lead to overflow into parks, potentially requiring enforcement to ensure suitable capacity for park users rather than commuters
- j) note that parking issues are rife in the local board area including:
 - i) design flaws – a lack of physical barriers allows vehicles to be parked on footpaths and in inappropriate locations
 - ii) taxis – particularly at night when there is less enforcement, taxis will illegally park on footpaths and across pedestrian zones
 - iii) loading zones – being used by non-commercial vehicles and for longer than allowed
 - iv) Hide & Ride – edges of RPZ are being overloaded with commuters
 - v) Parks – city parks are being used for hide & ride and business parking

- vi) Driveway parking – cars parking across/in driveways, reducing pedestrian access
- vii) Berm parking – due to non-enforcement, vehicles are being parked on berms, destroying vegetation and reducing pedestrian access. Note that in narrow streets this can slow traffic so any removal of this parking should be accompanied by infrastructure changes to ensure speeds are kept low
- k) Note that some of the issues above are due to limited enforcement, low fines, poor design, and incorrect road designation/insufficient legal enforcement avenues
- l) Provide the following feedback on developers passing on the costs of parking to ratepayers:
 - i) Note that increasing density in Auckland means people need to understand and allow for the cost of private vehicle ownership and storage
 - ii) Support Aucklanders moving to a low- or no-car lifestyle and want to ensure they do not incur the costs of other people who have not allowed for a car parking space
 - iii) Support reducing the effects of developers under-providing parking on site
 - iv) Support the criteria for on-street allocation being made clear should an RPZ be introduced in the future
 - v) Recommend parking maximums in new developments in walkable catchments to rapid transport, and city, metropolitan, town and local centres with high accessibility to reduce congestion and to help realise low traffic neighbourhoods
 - vi) Recommend Auckland planners should consider how to encourage private developments to provide shared cars for hire, loading/unloading zones, and provide sufficient storage for micromobility, cargo bikes, and prams. Loading zones should be provided kerbside
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- n) Urge Auckland Transport to play a more proactive role in encouraging drivers to give up cars by ensuring that there are cars available to use on the occasions when people really do need them, potentially by working with City Hop and businesses in town centres (many of whom have large parking areas) to ensure there are shared vehicles easily accessible in areas zoned for high density that have good, frequent, rapid public transport
- o) Note that consolidated parking is seen as a way to improve efficiency, public safety, landscaping and place values, which may be what central government intends when encouraging a parking strategy be developed in conjunction with the NPS-UD.

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Adoption of the Waitemata Local Board Agreement 2022/2023

Ngā tūhonga