

Auckland City Centre Residents' Group  
Feedback

## Draft Auckland Parking Strategy April 2022

<https://at.govt.nz/media/1988640/at-draft-auckland-parking-strategy.pdf>

There is much to commend and support in this Parking Strategy (PS), and CCRG would like to acknowledge the sound direction and thrust of the strategy.

We fully support much more investment in providing equitable, safe, separated walking, cycling, and public transport options.

We support the required reallocation of public street space that prioritises the convenience and safety of those modes and providing genuine choice and options.

Reduced parking supply also improves safety, and since everybody walks, including most people who drive, this benefits us all.

We all want our tamariki to be able to walk to their friends' places, the local parks, their activities and to school, but are worried about traffic fumes and danger en route. Auckland has a deficient walking environment, and the mortal danger from motor vehicles to people walking is high as we all know from our worsening deaths and serious injury statistics.

On-street parking directly competes for limited road space, inhibiting the ability to reallocate street space to improved pedestrian or cycling infrastructure (such as bicycle lanes), or to create priority lanes for road-based public transport (such as buses or trams).

Additionally, on-street parking [spurs congestion](#) from "cruising" for parking spaces, and movements in and out of spaces a well-known phenomenon in the city centre

Above all this however is that there is nothing more important now than prioritising our efforts to mitigate climate change.

**But we think that this strategy will fail to contribute sufficiently to halving our greenhouse gas emissions by 2030 in line with Te Tāruke-ā-Tāwhiri, and that a lot more needs to be done in this strategy.**

[Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework](#) describes "What we want for the future":

***Cars no longer dominate the urban landscape and public spaces are put to better use.***

Removing car parks is one way to achieve emissions reductions. There are lots of options available when they are replaced. In suburban streets it could be rain gardens or trees, or both. In commercial areas it could be allowing business owners to install outdoor seating. Whatever path Auckland proceeds down it is likely to lead to a more pleasant, safer and cleaner urban landscape; and for the skeptics, just as commercially successful.

## 2. The Way Forward for Auckland's Transport Network

We fully support 'Repurposing Auckland's Transport Network' (PS p13) but urge much more urgency and speed with this. This will require much more funding than is being proposed. **Funding that should be provided for by charging a fair price by those using all streets for parking.**

CCRG agree with and fully support the principles outlined in this S2 of the PS including:

- that on-street car parking is the lowest element in the transport hierarchy *'below moving vehicles, goods and people in all travel modes) and therefore deserving of space only when those needs are catered for.'*
- that better ways of speeding up and streamlining changes to parking management are desperately needed.

However the PS should 'Enable and support **SUSTAINABLE** growth', not growth at any cost. And this should be tied into stated KPIs around reducing overall VKT.

### 3. Parking

We support the principles and rationales expressed in section 3 of the PS.

- We do not support any road widening, and the first thing that needs to be deprioritised when reallocating street space is parking. The existing roading infrastructure can be put to much better use, without widening projects, if it is used by space-efficient modes. That reduces everyone's costs.

CCRG agree with the principles.

***'Aucklanders can not expect to rely on parking their car out on the road'*** (PS p20).

This statement is one of the most important in the whole Parking Strategy.

- Pokapū Tāone/City Centre occupies a unique niche in the Tāmaki Makaurau landscape. The City Centre Masterplan is the guiding strategy, and should be referenced within the Parking Strategy. The Parking Strategy should state that it will be used in the city centre to enable CCMP outcomes and transformational moves .

### 5. Our proposed approach to parking management

Again we are in agreement with the purpose, principles, vision and intent of these, however this strategy is not ambitious enough at all to meet our most pressing crisis - the climate emergency.

The very small % of all roads, especially Strategic Roads identified for improvements over 10 years are inadequate to meet any of our agreed plans and ambitions. Much more needs to be done to rapidly decarbonise and encourage mode shift.

- CCRG supports meaningful parking pricing strategies that reflect the true cost of using the public streetscape, with no distinction between short trips and commuter parking.

### 6. Parking Policies

The evidence is clear that **excessive parking supply encourages people to drive more, inducing traffic**. More traffic makes other modes less attractive, creating mode shift to driving and preventing mode shift from driving. For our transport networks to improve and our city to become more liveable and sustainable, we need a much reduced volume of traffic.

The Parking Strategy makes no mention of how we will constrain private parking in city/metro centres.

- Wynyard Quarter will see another 1015 car park spaces.
- Les Mills has added 299 new carpark spaces to its Victoria Street gym.
- Sky City's new Convention Centre will add 1415 car park spaces to their existing 1960 car park spaces.

The outcome of unrestrained private parking really is the increasing supply of parking – the antithesis of what we need to do to reduce VKTs, congestion and vehicle emissions.

Several major new developments we have something like 4-5000 new private carparks consented within the city centre.

While the PS calls for the strategy to acknowledge the costs of parking, there has been little evidence to date from the current PS (2015) that this will be applied in practice, thus containing the ongoing massive subsidy given to private parking on our public streets.

## **Accessibility & people with limited mobility**

Parking supply has become one of those awkward subjects, often because the “equity” argument is used as an excuse for resisting change.

Reducing parking has accessibility benefits - Easier access for people with accessibility and mobility needs, which of course is not necessarily always by vehicle - Reducing space for cars is often equated with reducing access for people with disabilities. This is not only false, it prevents cities from creating enabling environments where those who can't drive can still move safely, conveniently, and autonomously, including via improved more efficient PT services.

In many cities with quality footpath and public transport networks, people with reduced mobility prefer the public transport system because they feel more independent than relying on others to drive them.

Auckland should have a goal, too, of providing people with limited mobility as many choices as possible. Mobility parks and parking management to ensure there are always spaces available are all compatible with a lower overall supply of parking.

## **Enforcement is a key lever**

This strategy needs a serious commitment to enforcement within AT, culturally, strategically, and operationally.

**Without consistent enforcement nothing works.**

AT was established in 2010, and it took until 2014 to prepare a discussion document and until 2021 to complete a formal review of the parking strategy.

For most of that 11 years, it feels like AT have permitted and encouraged parking everywhere in Auckland.

Permitting, by not enforcing, parking anywhere on a road reserve is official consent for that behaviour.

- The draft PS presages a complete change in this previous attitude, which we welcome, support, and strongly encourage.

## **Advocacy to Government**

CCRG fully agree that stronger advocacy to central Government is required to update and change a whole raft of outdated statues, regulations and instrument.

But we note that in the recent review of AT's progress on the Safety Review, AT was pulled up multiple times for not advocating to government strongly enough.

- The fining regime must be changed to allow roading authorities the ability to set their own fines.

**Parking should be deliberately allocated rather than perpetually assumed.**

Section 22AB (m) of the Land Transport Act 1998 requiring that every road controlling authority has to erect and maintain the required **prescribed signs** in order to be able to issue infringement notices for someone breaches must be changed.

- CCRG supports a better process that the traffic regulations require that **no parking is permitted on any legal road unless indicated /permitted with prescribed signs/road markings via Road Controlling Authority resolutions.**

The latter is what most rural authorities would use and for most of their roads with maybe one single resolution for their urban areas).

This would make enforcement very easy and allow for much tougher penalties.

This changes driver behaviour from an automatic right to park to a system that is controlled for the benefit of public transport and essential traffic such as delivery and service vehicles.

All bus lanes would then have clearways 24/7 which means buses would stick to reliable timeframes so more people would use them.

### **Parking - a self funding Activity**

- Parking needs to be a self-funding activity including enforcement so offending drivers are not subsidised by taxes or rates money.

This is the single most important step government could take to change driver behaviour in NZ.

Obviously, in most country towns parking is not an issue, and most people do need a private vehicle, but that is not the case in Auckland's metro & city centres.

AT and Council need to advocate more firmly for the ability to levy property owners for the parking they provide in parking levies. The ARC recommended parking levies be introduced back before AT was formed, but this is not currently permitted by law.

Given that this Parking Strategy Review has been in the planning for years, and Council declared a Climate Emergency over two years ago, AT should've been advocating very strongly for parking levies.

Sydney levies AUD 2,540 per annum for each private parking space in their city centre, and AUD 900 is=n other metro centres.

<https://www.transport.nsw.gov.au/programs/parking-space-levy>

In 2019 the Auckland City Centre parking stats presented to CCRG by AT were:

approx 52,500. Parking spaces in total

17k commercial

18k Office/retail

9.9k residential

2.5k AT on street

4.6K AT off street

So approximately 85% of parking within the city centre is private

If Council introduced a levy in the city centre at Sydney's rates, that initially would reap over \$130 million a year. Even after expecting 10% of parking spaces to be quickly taken out of commission to avoid paying the levy, (as was recorded in Perth), Auckland would still see over \$110 million revenue per year.

And workplace parking levies city wide would be a significant revenue stream to put into a high frequency quality public transport network, and support other initiatives to encourage uptake of other modes, and reduce VKTs.

Similarly, if Auckland introduced a (say) \$500.00 annual parking permit (i.e. \$1.36 per day) on every registered vehicle in Auckland (1.7m) they would raise \$850,000,000 per annum. This would allow any vehicle to use a street park without having to install/monitor/maintain parking meters and the likes. Any vehicle not registered and/or not displaying a parking permit could be towed immediately.

## **The City Centre/Pokapū Tāone**

**The Parking Strategy in the city centre needs to fully support the aims and vision of the City Centre MasterPlan (CCMP).**

We fully support the principles and intentions of Tier 3 parking management for the city centre, provided the true cost of parking on the street is met. Therefore:

- There should be no free parking at any time on city centre streets.

Pokapū Tāone/City Centre has a high readiness for change and is already at the forefront of mode shift in Tāmaki Makaurau. The majority of residents do not own cars, and very few residents would realistically expect to be able to park outside their apartments. We mostly rely on walking, public transport and other active modes for most of our daily journeys, so we are generally very receptive to proposals that will reallocate public street space.

Parking supply is the biggest and most effective levers to apply to ensuring implementation of the CCMP and A4E and transformational moves - A4E definitely requires a reduction in on street parking in the city centre.

For people living in the city centre, Reduced parking supply means:

- Quieter cities
- Cleaner air
- Better urban Ngāhere outcomes
- Reduced crime
- Liveable cities
- Family-friendly cities
- Age-friendly cities
- Reduced parking supply also improves safety, and since everybody walks, including people who drive, this benefits us all.

Clearly, getting the parking strategy right is the number one priority – none of the others will work without it.

## **Summary**

While CCRG are in support of the principles, intent, and vision, embodied in the Parking Strategy, that encourages safer, cleaner, more active travel, we believe this strategy is not ambitious enough at all to meet our most pressing crisis - the climate emergency, which sits at the top of the urgency and need hierarchy.

Traffic regulations need to be changed to require that no parking is permitted on any legal road unless indicated with prescribed signs and council resolutions.

The safe cycling /mobility initiatives are woefully under-ambitious, especially given the failures to meet any previous targets.

The proposal to only reallocate 3% of Auckland road space from parking over 10 years is insufficient to meet any of the climate, mobility and congestion targets.

The Parking Strategy should state that it will be used in the city centre to enable City Centre Masterplan outcomes and transformational moves.

The evidence is clear that excessive parking supply encourages people to drive more, inducing traffic. More traffic makes other modes less attractive, creating mode shift to driving and preventing mode shift from driving. For our transport networks to improve and our city to become more liveable and sustainable, we need a much reduced volume of traffic.

Not acting now in a much more vigorous way will mean the Auckland of the future will be more congested, slower and harder to move around. We have an opportunity now to ensure our city keeps moving and our climate emergency is addressed.

The starting point is not whether to save car parks, it's the need to cut emissions.

The Parking Strategy, needs to be much bolder to respond to these challenges.

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