

From a transport perspective, the safe and efficient movement of people and goods should have priority over other uses of the available arterial road space.

It is, however, accepted that on-street parking can enhance the vitality of an area by:

- improving the urban amenity particularly where associated with street trees,
- providing a buffer between pedestrians and moving traffic, and
- contributing to the success of adjacent businesses.

To balance transport and land use and economic objectives the policy on parking on arterials should have the following components:

- As a general principle, the safe and efficient movement of people and goods should have priority over on-street parking on arterial roads.
- Parking should only be permitted where it does not compromise safety or add to traffic congestion. This can require the use of no stopping at all times controls (broken yellow lines), or can be limited to the prohibition of parking during peak periods only through the use of clearways.
- An exception can be made where permanent on-street parking on a section of an arterial road makes a key contribution to the economic vitality of a centre or corridor served by the arterial.
- However, any permanent on-street parking must be accommodated safely and without compromising the overall effectiveness of the arterial network in moving people and goods.

5.7 Policy 7: Prepare Comprehensive Parking Management Plans for Centres

Encourage an integrated approach to the supply and management of parking in centres.

5.7.1 Comprehensive Parking Management Plans

Policy Action 7.1 – Develop comprehensive parking management measures for individual centres with initial emphasis given to the high density centres identified in the Regional Policy Statement. Such measures should include, as appropriate: reduced parking standards, short stay public parking provision, on-street parking controls, pricing of core of operated parking facilities, schemes to protect adjacent residential areas and parking for the disabled.

Responsibility: TA's

Parking management measures should be designed and implemented as a package of complimentary measures. To assist in developing such packages, it is recommended that councils prepare a Comprehensive Parking Management Plan (CPMP) for each centre, with initial emphasis on the high density centres (and corridors) identified in the Regional Policy Statement.

A61

A CPMP is a document which sets out the parking policy objectives for the centre including parking demand management, and the council's policies for the supply and management of car parking, both short stay and long stay.

A CPMP integrates parking policy with land use development and transport improvements for the centre concerned. It indicates the means by which the council is responding to changes in land uses including higher density, mixed use development where appropriate, and to future transport investment (roading and PT) and PT service improvements.

A more market driven approach which results in a reduction in parking associated with new developments will increase pressure on on-street parking. These should be anticipated and measures identified and implemented which will ensure on-street parking is prioritised for short stay parking, and residential areas are protected from any spill-over of commuter parking.

CPMPs would also enable developers to be fully informed of the future parking supply and management regime applying to the centre. This could help give developers the confidence to put forward developments with a more innovative approach to parking.

A further important function of CPMPs is to integrate the supply and management of parking for the centre with planned improvements to the passenger transport system serving the centre. This will assist in giving ARTA confidence that the council will ensure that PT improvements are supported by changes in the supply of long stay parking.

CPMPs can also be the vehicle for setting out the criteria that would be used to assess applications for commercial parking buildings and for applications for parking above the maximum standards set out in the district plan.

5.7.2 CPMP Guideline

Policy Action 7.2 - Prepare a guideline on the appropriate content of Comprehensive parking Management Plans.

Responsibility: ARC and ARTA in consultation with TAs.

The preparation of a guideline would assist in clarifying the scope and content of the CPMPs and in ensuring a consistent approach throughout the region.

5.7.3 Distinguish Short and Long Stay Parking

Policy Action 7.3 - Clearly distinguish between short stay and long stay parking in developing parking plans and policies for centres.

Responsibility: TAs

Short stay and long stay parking have different functions and are subject to different parking supply, management and pricing policies. They should be treated separately in developing plans and policies for centres. Where possible, parking standards should also differentiate between short stay/visitor/operational parking and long stay/employee parking.

A62

5.8 Policy 8: Prepare Regional Plan for Implementation of Park and Ride Facilities

Encourage the development of park and ride facilities that are consistent with the region's strategic direction and policies.

Park and ride can reduce congestion by diverting car trips to public transport during the peak commuter periods. It can reduce the demand for parking at the destination thus freeing space for other uses and reducing development costs.

By encouraging greater use of public transport and reducing car usage on the more congested parts of the road network, park and ride can improve the overall use, efficiency and safety of the transport network and reduce the environmental effects of car travel.

It can be particularly effective with travel to high activity centres, such as the Auckland CBD and the major sub-regional centres, where parking can be relatively expensive and which are relatively well served by public transport (PT). Park and ride can, therefore, be part of a package of measures which includes parking management and higher PT service frequency and quality improvements.

Park and Ride can be an appropriate solution in low density, high car ownership suburban areas, where it is not cost effective to provide attractive levels of PT service.

5.8.1 Location

Policy Action 8.1 - Park and ride facilities should be located:

- in advance of areas experiencing major traffic congestion;
- where they are well served by bus routes of district arterial classification or higher;
- to avoid the potential negative impacts on sustainable land use development;
- where there is a quality, direct, relatively frequent passenger transport link between the park and ride site and the destination (The total trip should be "compatible" with the use of the car taking into account total travel time, cost, ticket purchase, reliability, comfort etc.)

Park and ride should not be located adjacent to stations or interchanges in centres where transport oriented development is planned unless the parking is viewed as an interim use retaining the land for future (high density) development.

Responsibility: ARTA in cooperation with TAs

It should be ensured that the proposed facility is compatible with the area in which it is to be located.

A63

5.8.2 Facilities

Policy Action 8.2 – Park and Ride facilities should be secure with good lighting, CCTV or direct surveillance, help points etc, and provide shelter, seating, rubbish bins, timetable information and maps. Walking access to the passenger transport service from the parking area should be convenient and feel safe. Bike and ride should be encouraged.

Responsibility: ARTA

5.8.1 Provision of Park and Ride Facilities

Policy Action 8.3 – Identify, in accordance with the above guidelines, the park and ride facilities that should be implemented in the next 10 years and in the longer term, and incorporate these in the appropriate planning documents.

Responsibility: ARTA in cooperation with TAs

5.8.2 Funding

Policy Action 8.4 - Work with central government agencies to ensure that the funding of rail park and ride is placed on the same footing as the funding of bus and ferry park and ride.

(Responsibility: ARTA in partnership with the ARC)

The costs of acquiring the land, building the facility and operating and maintaining it are met by the territorial authority concerned supported by funding from the National Land Transport Fund through applications to Land Transport NZ. For rail-based park and ride, however, the division of responsibilities between ONTRACK, the national rail infrastructure agency, and Land Transport NZ has resulted in funding for new rail park and ride facilities being much more difficult to obtain than bus or ferry park and ride. This situation needs resolution.

5.8.3 Charging for Use

Policy Action 8.5 - Identify the circumstances, if any, under which charges should appropriately be applied at park and ride facilities, and the use that should be made of the resulting revenues.

(Responsibility: ARTA in partnership with the ARC)

While park and ride can generate revenue in the form of additional fares, it increases overall transport subsidy requirements. Parking is, however, free of charge as the policy is to encourage use of park and ride and charges are seen as a potential disincentive.

The costs of security at the two North Shore Busway stations including manned surveillance are met by the North Shore City Council. The costs of rail station security, which includes CCTV surveillance plus help points, are met by ARTA.

Looking to the future, it may be appropriate to introduce charges to meet the costs of providing security at park and ride facilities.

There may also be a case for introducing charges at some locations where demand exceeds supply, a situation which arose on the North Shore even before completion of the Northern Busway. Such charges could help ration use and could help fund construction of a parking structure to increase the parking supply.

5.9 Policy 9: Provide Public Parking Facilities that Encourages Alternatives to the Single Occupant Car

Advocate the use of public parking facilities to encourage carpooling, vanpooling and cycling.

5.9.1 Bicycle Parking

Policy Action 9.1 - Incorporate the Bicycle Parking Standards that are included in the Regional Cycle Plan into the district plans.

Responsibility: TAs

Bicycle parking should be placed on the same footing as car parking through the provision of bicycle parking standards in district plans.

Guidelines for Bicycle Parking Requirements in New Developments have been developed by ARTA in consultation with the ARC and the Territorial Authorities for inclusion in the Auckland Regional Bicycle Parking Plan³. Appropriate aspects should be incorporated into district plans.

5.9.2 Preference for Bicycle, Carpools and Vanpools in Public Parking Facilities

Policy Action 9.2 - Give preferential treatment to carpools and vanpools in public parking facilities (including park and ride facilities).

Responsibility: TAs supported by ARTA

Public parking facilities can be used to encourage carpooling and vanpooling by giving incentives such as reduced cost or free parking or other forms of preferential treatment. Some form of funding mechanism may be required to compensate for any potential loss of income.

Policy Action 9.3 - Provide free, secure parking for bicycles in public parking facilities.

Responsibility: TAs

The provision of bicycle parking in public parking facilities encourages cycling by placing bicycles on a more level playing field with cars.

³ These are available on ARTA's web site at \Cycle parking facilities, land use and transport guidelines

5.10 Policy 10: Communicate the Need for Change

Communicate more effectively to the regional community regarding the need for, and benefits of parking management strategies that integrate parking with broader land use and transport objectives, to generate support for the changes that are necessary for a more sustainable future.

Policy Action 10.1 – Develop and implement a parking management communications strategy which includes the following:

- the need to manage parking within centres to bring it in line with broader objectives including reducing dependence on the private car and encouraging more use of passenger transport, particularly for the trip to work
- the importance of controlling parking on arterials.

Responsibility: ARC in cooperation with TAs

There is general support across the region for reduction and, where appropriate, the removal of on-street parking on arterial roads. In addition, there is a need which will increase over time for councils to be more pro-active in the management of parking in centres, both on-street and off-street, as part of a package of measures.

The introduction of on-street parking controls is often controversial and sensitive both in commercial and residential areas. There is a widespread view that expectations and attitudes to parking are an obstacle to change. People often expect to be able to park for free at or near their place of employment and may consider that they have a right to be able to park on street even on arterial roads.

Councils may be reluctant to impose or extend such restrictions, particularly as they may come under strong resistance from residents and businesses affected by such measures

This indicates a need to communicate more effectively regarding the need for, and benefits of removing parking on arterials and managing parking within centres to bring it in line with broader objectives including reducing dependence on the private car and encouraging more use of passenger transport, particularly for the trip to work.

REFERENCES

1. Regional Parking Strategy Development Final Situation Paper, Auckland Regional Council, September 2006.
2. Auckland Regional Land Transport Strategy 2005, Auckland Regional Council, November 2005
3. Auckland Regional Parking Study, Booz Allen Hamilton (NZ) Ltd, April 2001,
4. Car Parking Transference Effects – Issues Paper, Booz Allen Hamilton, Auckland Regional Council, June 2002
5. Parking Transference Study, Gravitas Research and Strategy Limited for the Auckland Regional Council, September 2003
6. Location Decisions: Understanding The Location Decisions Of Retail And Business Service Activity In Auckland, Auckland Regional Council, March 2003
7. Regional Parking Strategy – Analysis of Car Parking Transference Effects Survey, Booz Allen Hamilton, November 2003
8. ARC Business Location Strategy, propertyeconomics, March 2004
9. International Approaches to Tackling Transport Congestion: Paper 2 (Final): Parking Restraint Measures, Booz Allen Hamilton for Victorian Competition and Efficiency Commission, April 2006.
10. The demand for public transport: a practical guide, TRL Report TRI.593, TRL Limited, 2004
11. Draft Transport Strategy for Waitakere City 2006-2016, Waitakere City Council, April 2006
12. Connecting People and Places (Auckland City's Transport Strategy), Auckland City Council, July 2005
13. Auckland City Central Area Parking Policy, Auckland City Council, June 1999.
14. Review of City Parking Policies, Report to Auckland City Transport Committee's April 2003 Meeting
15. The Effect of Maximum Car Parking Standards Including Inward Investment Implications, Scottish Executive, August 2006.
16. Central Area Parking Policy Review, Sinclair Knight and Partners for Auckland City Council, February 2004
17. Gold Coast Whole of City Parking Strategy Final Report, Eppel Olsen & Partners, May 2005 (downloaded from internet)
18. South Yorkshire PTA Park & Ride Strategy, 2006-2011, South Yorkshire Second Local Transport Plan 2006-2011
19. Bus-Based Park & Ride, UK Department for Transport Information Sheet
20. Suburban Park-and-Ride Demand Estimation Techniques, Parsons Brinkerhoff, downloaded from internet (www.pbworld.com)

A67

21. Rail Stations Upgrade policy and Specification, ARC Rail Project Office (now part of ARTA), March 2004
22. Parking Standards for London for retail, leisure, mixed use development and other uses, SDS Technical Report Twelve, Greater London Authority, August 2002
23. The Mayor's draft London Plan, Report to the Association of London Government: Areas of Intensification, MTRU, January 2003.
24. Controlled Parking Zones, Lewisham Borough Council, Lewisham Online (downloaded from internet)
25. Perth Parking Policy, Transport Report 393, Department for Planning and Infrastructure, Government of Western Australia, May 1998
26. City of Melbourne Transport Strategy 2020: Moving People & freight, July 2006
27. NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities, Standards New Zealand
28. Parking Restraint Measures and Their Implementation, Booz Allen & Hamilton, Transfund NZ Research Report 145, 1999
29. Auckland Road Pricing Evaluation Study Executive Summary, Ministry of Transport, 2006
30. Park & Ride Policies & Criteria, Transfund NZ Research Report 136, Booz Allen & Hamilton, 1999
31. Residential 8 Zoning & Code of Urban Subdivision: Code Review, Arup Transport Planning & Transportation Planning Solutions Ltd., January 2004.
32. Public Transport: Possible Alternative Funding Sources, Auckland Regional Council Finance Committee Report from the Chief Executive's Office, 15 August 2006
- 33. Technical Background Report Documents to the Regional Parking Strategy**
 1. Auckland Central Area, CBD Fringe and Sub-Regional Centre Parking Policy Discussion
 2. The London PT Accessibility Level Approach
 3. Techniques for Reducing Parking Requirements
 4. Residential Parking Standards for High Density Developments
 5. Examples of Current District Plan Standards
 6. The Review of the Treatment of Disability Parking in District Plans
 7. Regional Park and Ride policy
 8. Urban Design and Parking: Regional Issues Summary Paper Draft 2007
 9. Parking Statistics

A68

GLOSSARY OF TERMS

- **Centres** refer to areas that have an agglomeration or mix of compatible activities. These activities provide a focus for the community through the provision of social and physical infrastructure and access to housing, employment and recreational needs.
- **High density centres (HDC)** refer to centres identified for intensive growth in the Regional Policy Statement. A HDC means specific localities selected for urban intensification due to physical or locational characteristics that include the intensity of existing development, the locality's generation of, or association with, significant transport movements, and the locality's capacity for further growth
- **Business Areas** are areas of employment that focus on production, including manufacturing, fabricating, processing, storage of goods, servicing and repair and with some associated commercial activities
- **Long stay parking** refers to parking for a period of **4 hours or more**. The availability, management and price of long stay parking influences travel choice by commuters.
- **Short stay parking** refers to parking for a period of **less than 4 hours** and is important for people visiting a centre or location for shopping, personal business or for leisure purposes.
- **Operational parking** refers to parking needed for the successful operation of a business. It includes parking for company vehicles used for business purposes during the day, and parking for business visitors/customers.
- **Residential parking** is parking associated with residential developments.
- **Private non-Residential or Commercial parking** is parking associated with developments such as offices, industrial developments, supermarkets and shopping centres and so forth.
- **On-street parking** is managed by the relevant road controlling authority, either City or District Councils or Transit New Zealand in the case of state highways. The road controlling authorities determine the parking controls and any charges.
- **Public off-street parking** refers to public parking in surface lots or parking buildings. The parking lot or building may be owned and managed by the public sector or the private sector, or may be owned by the public sector and managed by the private sector. Where the council owns it, the council generally sets the parking charges (if any) and the length of stay.
- **Shared parking** is the use of parking spaces for two or more different land uses at different times rather than each having their own parking spaces, e.g. office use during the day and restaurants in the evenings.
- **Early bird parking** is discounted public long stay parking available to vehicles arriving before a certain time, typically 9:00 or 9:30 on weekdays.

A69

- **Leased parking** is parking leased to an individual or company for their exclusive use during a specified time period.
- **Optional leased parking** is leased parking which is not provided as a requirement of a resource consent for the parking facility concerned, but is provided at the discretion of the parking facility operator
- **Park & Ride** is the provision of parking facilities at appropriate rail stations, transport interchanges or bus stops, particularly in suburban and urban fringe areas, to encourage and facilitate passenger transport use. It can also be used to encourage ridesharing (carpooling/vanpooling). Park & Ride can be associated with bus, rail or ferry services.

A70

2007

APPENDICES

APPENDIX A - ARLTS Parking Policy:

Ensure that the planning and management of parking resources in the region supports the region's land use and transport outcomes

Parking facilities are key elements of the regional transport system. All motorised journeys begin from and end at parking places. Well-managed parking facilities are essential to achieve the region's transport outcomes. The way they are managed may reduce congestion, encourage the use of more sustainable modes of travel and improve safety and environmental sustainability, particularly in densely developed town centres and commercial areas that are the growth centres of the regional and national economy.

- 3.4.1 Achieve a balance between the provision of car parking and managing peak period traffic demands in areas of high parking demand such as the Auckland CBD and other regional centres. This should include consideration of parking ceilings in these areas. (ARC, ARTA & TAs)
- 3.4.2 Support the development of the region's public transport and active mode outcomes through appropriate parking policies and measures. This includes parking measures to influence the travel decisions of commuters through pricing and the planning and management of parking supply. (ARC, ARTA & TAs)
- 3.4.3 Support the region's travel demand management outcomes through appropriate parking policies and measures. This will include developing parking management measures, including parking restraint, to complement travel demand management initiatives and improvements to the passenger transport network. (ARC, ARTA & TAs)
- 3.4.4 Support the implementation of the Regional Growth Strategy land use outcomes through appropriate parking policies and measures. To facilitate this policy a better understanding of the dynamics of parking in areas of intensification and its consequential impacts is needed. (ARC, ARTA & TAs)
- 3.4.5 Effectively manage the short-term parking requirements around the region's activity/commercial centres. In areas of high activity the highest priority should be given to short-stay non-residential parking. The provision of long-stay parking should be planned and, if necessary, appropriately priced in areas of lower demand or activity. (ARC, ARTA & TAs)
- 3.4.6 Develop a Regional Parking Strategy to provide regional policy direction on all parking issues including a regional policy position for the provision of park and ride facilities (ARC, ARTA, and TA's)

A72

APPENDIX B - Public Transport Accessibility Level (PTAL) Approach to Setting Parking Standards

PTAL indices are mapped across London by Transport for London. The scores go from 1 to 6, with 1 representing the worst PT access and 6 the best PT access condition. All of central London is assumed to be PTAL 6.

PTALs are now being applied in London to determine the appropriate parking standards. The London Borough of Bromley groups its maximum non-residential parking standards according to the development type and PTAL. It uses three public transport accessibility levels, namely Low, Medium, and High. Some uses such as food superstores (GFA>4,000m²), and non-food warehouse and offices are not normally permitted in areas with low PT accessibility. Industrial and storage & distribution uses are not normally permitted in areas with high PT accessibility.

Maunsell/Aecom has developed an accessibility approach to the City of Sydney's maximum parking standards for potential application by the City. The proposed approach links parking standards for commercial uses with defined PTAL levels (low, medium, high and very high) for both peak and off-peak travel periods.

For residential accessibility in central Sydney Maunsell/Aecom has proposed the application of a Land Use Transportation Index (LUTI). The LUTI (again classed as low, medium, high or very high) is calculated based on the PTAL and the Neighbourhood Service Level (NSL). The NSL is a measure of walk accessibility to weighted core services such as a shopping centre or supermarket within 400m.

A73

APPENDIX C - Relating Parking Standards for Office Developments to PT Use

The following calculation, derived initially from calculations for New Lynn in the HYC High density Centre Parking Study [], gives a basis for determining the potential impact of increasing use of passenger transport for the trip to work on the appropriate parking standard.

The 85% employees coming by car is a 2001 figure and the 75% car modal split is an assumed rate for, say, 10 years hence.

Assume 10,000m² office space with an average of 25m² per employee. This gives 400 employees.

Assume 85% travel to work by car at an average of 1.2 persons per car. This gives a parking requirement of 283 cars or 1 car per 35m² GFA.

At a modal split of 75% by car, the number of cars reduces to 250 and the parking demand to 1 space per 40m².

A reduction to 60% by car reduces the parking demand to 1 space per 50m².

Note: These figures do not include visitor parking. They also do not take into account the availability of other long stay/commuter parking in the area concerned.

Parking Adjustment Factors

The table below lists some parking adjustment factors which should be incorporated into the discretionary process for exceptions to regulatory limits on parking supply.

Category	Factor	Typical Adjustment
Pricing	Pricing	Reduce parking supply 10-30% where parking is priced
	Shared parking	Varies depending on availability in vicinity, but can reduce parking supply 5-40% where shared parking is available
	Unbundled parking	Reduce parking supply 10-30% where parking is unbundled
	Parking and mobility management	Reduce parking supply 10-40% at worksites with well-planned parking and mobility management programs
	Car-sharing	Reduce residential and commercial parking supply by 5-10% if a car-sharing service is located within 750m
	Workplace travel plan	Reduce commercial parking supply by 10-20% where workplace travel plans are implemented
Transport	Contingency based planning	Reduce parking supply based on the projected effectiveness of parking strategies, such as overflow parking plans
	PT accessibility	Reduce parking supply 10% for housing and employment located within 750m of frequent bus service, and 20% for housing and employment located within 750m of rail transit station
	Active mode accessibility	Reduce parking supply 5-10% in walkable communities, with additional reductions if walking improvements allow more shared and off-site parking
	Availability of end of trip facilities	Reduce commercial parking supply by 5% where end of trip facilities are available, such as showers and lockers are available
	Availability of parking	Reduce parking supply depending on the surplus of parking available in surrounding area. The magnitude of effect of this strategy is highly site specific
	Travel patterns	Adjust parking supply to reflect variations in vehicle ownership and trip rates in area
Geographic	Residential density	Reduce parking supply by 2.2% for each resident per hectare
	Employment density	Reduce parking supply 10-15% in areas with 120 or more employees per gross hectare
	Land use mix	Reduce parking supply 5-10% in mixed use developments, with additional reductions if parking resources are shared
Demographic	Type of land use	Reduce parking supply in response to the type of land use and demographic profile of the target market
	Mobility	Reduce parking supply by 20-40% for housing or developments designed to serve young, elderly, or disabled users
	Income	Reduce parking supply 10-20% for the lowest 20% income households and 20-30% for the lowest 10% income households
	Housing tenure	Reduce parking supply by 20-40% for rental versus owner-occupied housing

MS

New Lynn Community Board Submission on the Draft Auckland Regional Parking Strategy

The New Lynn Community Board (the Board) recommends that the following comments be considered by the Policy and Strategy Committee when finalising the Council's submission on the Draft Auckland Regional Parking Strategy:

1. The policy of preparing comprehensive parking management plans for centres is supported. A parking plan needs to be prepared for Glen Eden town centre to manage parking in this growth centre. Glen Eden rail is a feeder centre with a high number of users from various areas, therefore a park and ride facility should be positioned so as not to be detrimental to the look of a centre that is already visually challenged.
2. The Rating Review endorsed the need for additional revenue streams. Paid parking in town centres should be supported as it provides revenue that can be reinvested in the town centre and can help ensure available parking.
3. The policy of providing an adequate supply of short stay parking is supported. Parking arrangements at 277 Broadway are a good model whereby the first hour of parking is free upon validation of a receipt from the shopping centre. The free half hour parking at Trading Place is a good incentive for shoppers.
4. The Board does not support the policy that "Park and ride should not be located adjacent to stations or interchanges in centres where transport oriented development is planned unless the parking is viewed as an interim use retaining the land for future high density development". Park and ride facilities are required at stations such as Glen Eden and Swanson to ensure residents from rural areas can access passenger transport services. Where these are located on ONTRACK land, there is currently no alternative of developing the site for high density development.
5. There is a need for change in parking in town centres and it is important to communicate the reasons for change and the benefits of providing less parking in town centres.
6. Passenger transport services need to be upgraded before steps are taken to take away parking.

Approved on behalf of the New Lynn Community Board, pursuant to New Lynn Community Board Resolution 526/2008.



G.P.J. Marshall
Chairman
New Lynn Community Board

22 April 2008

176

Waitakere Community Board Submission on the Draft Auckland Regional Parking Strategy

The Waitakere Community Board (the Board) recommends that the following points be considered by the Policy and Strategy Committee when finalising the Council's submission on the Draft Auckland Regional Parking Strategy:

Park 'n Ride

- i) The excellent Park 'n Ride facility at Sunnyvale should be a model for additional facilities close to other stations.
- ii) The Kiss 'n Ride (quick drop off) approach will have limited suitability for our Waitakere Ward rural and semi-rural residents but should be part of the mix.
- iii) Event planning criteria for large events in the outer area should incorporate a strategy for reverse use of Park 'n Ride with bus transport, particularly to coastal events, should be used to take pressure off parking in those locations.

Parking Charges

- i) Parking should be a cost neutral activity for Council.
- ii) All day/long term parking in Henderson and New Lynn needs to be reasonably priced to provide for inner city workers not served by public transport and shoppers from the outer area who tend to make fewer journeys and spend longer when they do come into town centres.
- iii) Short term parking in the Henderson main street should remain free.

Public transport to relieve parking pressure

Improved public transport should be used to relieve parking pressure e.g. in Tifirangi, Lopdell House would be better served by improved public transport than being required to provide large amounts of parking on site.

Parking Restrictions

- i) "No Parking" zones should be used on narrow rural roads to avoid restricting the carriageway and ensure access in high use areas.
- ii) There should be negotiation with local residents and businesses about the provision of short term parking outside retail premises in the small rural centres.

Schools

- i) Parking provisions around our semi-rural schools should be improved to recognize:
 - a) Their large zones;
 - b) The fact that many are served by narrow roads with open road speed limits and no footpaths;
 - c) There are very few pedestrian crossings in our ward;
 - d) Buses and cars are accessing the schools simultaneously;
 - e) "Drop off" zones are not suitable for parents of younger children.
- ii) Improvements should include the closing of open drains; improved road width to make better provision for buses; more marked parking.

Massey Community Board Submission on the Draft Auckland Regional Parking Strategy

The Massey Community Board (the Board) recommends that the following comments be considered by the Policy and Strategy Committee when finalising the Council's submission on the Draft Auckland Regional Parking Strategy:

1. The Board expressed its deep concern that proposals to replace parking minimums with parking maximums would discourage rather than encourage economic development in town centres and growth corridors.
2. The Board also expressed strong support for improved provision of parking for shoppers, as it does not believe that it is appropriate to expect shoppers to use public transport.
3. The Board supports the policy that "park and ride should not be located adjacent to stations or interchanges in centres where transport oriented development is planned unless the parking is viewed as an interim use retaining the land for future high density development". In fact, the Board believes that park and ride as a whole is a far from satisfactory interim solution or "band aid," which merely shifts the parking requirement from the place of employment to the public transport node. What is required is a fully integrated and affordable public transport network which would enable commuters to avoid parking at all.
4. The Board believes that any policies encouraging the use of public transport are untenable unless provision of public transport is improved to an acceptable level and the cost of using it kept below the cost of driving.
5. The Board believes that parking provision should be increased, not decreased, and that underground parking would be an acceptable solution.
6. The Board believes that the agenda behind the reasoning for the Auckland Regional Council's Parking Strategy is in order to get rid of cars, not to solve congestion issues and parking problems.
7. The Board commends the high standard of writing in the Draft Regional Parking Strategy.

Approved on behalf of the Massey Community Board, pursuant to Massey Community Board Resolution 549/2008.



J. G Riddell
Chairman
Massey Community Board

21 April 2008

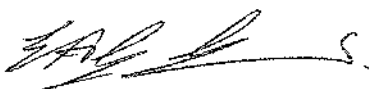
A78

Henderson Community Board Submission on the Draft Auckland Regional Parking Strategy

The Henderson Community Board (the Board) recommends that the following comments be considered by the Policy and Strategy Committee when finalising the Council's submission on the Draft Auckland Regional Parking Strategy:

1. The Board believes that there is an undersupply rather than an over supply of parking at present, although there is merit in shared parking proposals.
2. The Board expressed reservations that reducing parking requirements for high density transit oriented development may lead to the development of slums.
3. The Board does not support the policy that "park and ride should not be located adjacent to stations or interchanges in centres where transport oriented development is planned unless the parking is viewed as an interim use retaining the land for future high density development". The Board believes that commuters will be willing to pay for using park and ride facilities if security was provided.
4. The Board expressed strong support for improved provision of free parking for shoppers, as it does not believe that it is appropriate to expect shoppers to use public transport, and shoppers will avoid paid parking.
5. The Board believes that the strategy is unworkable without an efficient public transport network and is likely to incite Community disapproval.
6. The Board also strongly supports the view that in modern international cities, transport solutions include trains, light rail, ferries, buses and cars.

Approved on behalf of the Henderson Community Board, pursuant to Henderson Community Board Resolution 570/2008.

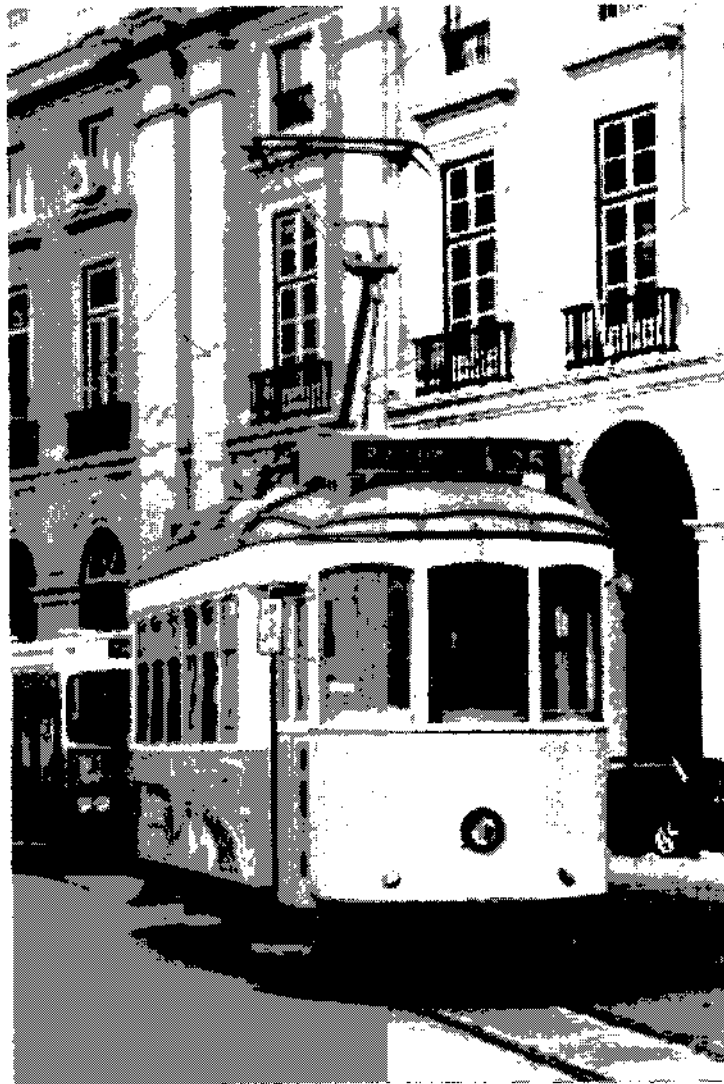


E.A.G. Grimmer MNZM
Chairman
Henderson Community Board

21 April 2008

TRAMS FOR HENDERSON

A PRELIMINARY FEASIBILITY STUDY



COLIN ZEFF AND ASSOCIATES

APRIL 2008

A80

TRAMS FOR HENDERSON

A PRELIMINARY FEASIBILITY STUDY

EXECUTIVE SUMMARY

This report explores the proposal to build and operate an Heritage Tramway around the business precinct of Henderson.

The starting point has been the importation of two small heritage trams in 2003 originally from Lisbon in Portugal. These trams are of unusually small gauge, 900 mm instead of the almost universal tramway gauge of 1,435 mm.

A route has been devised that runs almost entirely in the city streets and connects the main inner city features and business centres with the Transit Centre. The route length of the closed, one-way loop would be 2.66 km.

It is proposed that a much wider vision is embraced and that this loop would form the core of a future transit system serving the wider Waitakere City.

This would connect suburban areas and business centres with the Henderson Transit Centre with it's shortly to be electrified heavy rail connection to Auckland City and the rest of the metropolitan area.

Such a vision would need to be serviced by modern high-capacity trams and it has been established that such vehicles are available for the 900 mm gauge and are currently in use in Lisbon, and in Linz in Austria.

For the proposal to work it would require the enthusiastic support of the Henderson business community. Overseas studies have shown that Heritage tramways have taken a key role in developing and enhancing city business districts.

The estimated cost of building the proposed first stage loop line at today's prices would be of the order of \$7.25 million.

This does not include Council costs for consents etc. nor for the completion of the restoration of the two trams that are owned by the Heritage Trams for Henderson Society Incorporated.

An electric-powered city tramway would be both a unique and attractive branding feature for Henderson and a visible commitment to Waitakere City's ECO CITY policy.

TRAMS FOR HENDERSON

A PRELIMINARY FEASIBILITY STUDY

INDEX

		PAGE
1.	Vision	4
2.	Trams	7
3.	Route	12
4.	Risks and rewards	18
5.	Tramway conflicts	20
6.	Cost estimates	21
7.	Operation	24
8.	Operating costs	26
9.	Trams as a feature	28
10.	Management structure	30
11.	The quadruple bottom line	32
12.	Modern trams	33

1. VISION:

The "Tramway for Henderson" vision was first suggested in 2003 as a "tourism/branding" vehicle for the developing Henderson centre.

The Tramway relates to a number of Waitakere Strategic Platforms including:

- Urban and Rural Villages
- Integrated Transport and Communication
- Strong Innovative Economy.

As well as the following Community Outcomes

- Urban and Rural Villages
- Sustainable and Integrated Transport
- Strong Economy.

The Tramway also fits with the Waitakere City Transport Strategy 2006 – 2016 which states that the vision for transport in Waitakere is:

A sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco-city.

Further, the Waitakere City Transport Strategy aims to develop a sustainable integrated transport system that:

- *Contributes to Waitakere as an eco-city*
- *Provides attractive alternatives to the motor vehicle*
- *Integrates land use and transport*
- *Supports the development of the town centres and economic growth*
- *Manages traffic and congestion*
- *Reduces dependence on oil-driven transport*

The vision of a tramway for Henderson can be expanded to incorporate:

1. A unique and identifiable feature that will set Henderson apart from other urban shopping and service precincts in the greater Auckland area.
2. A practical demonstration of environmentally sustainable transport that supports Waitakere's ECO CITY branding.
3. Laying the groundwork and so saving costs if a future wider system is built.
4. A viable means of short distance passenger transport that will connect feature locations in the immediate area.
5. A novelty feature that will attract visitors to the area and create a demand, particularly by children, that will attract shoppers to the Henderson shopping precinct.

As envisaged in this report, the tramway would initially consist of a closed loop operating within the business and shopping area and connecting with buses and trains at the transit centre.

This loop would have the potential to be expanded in the future to provide environmentally sound commuter and general passenger transport feeder lines, as part of Pedestrian Transport network. The route would connect to outlying residential and commercial areas with the recently completed transit centre, Henderson business and shopping centre and Waitakere Central. This would be achieved by the construction of two or three or more radiating lines that feed into the "city loop".

The proposed extended Henderson and west system would therefore act as a local feeder only through the train/bus/tram transit centre.

The distances and population base of areas such as Te Atatu and Hobsonville would make light rail feeder lines to those areas, and others, a very attractive proposition for the future of the ECO CITY.

The design and gauge of the first stage would be appropriate for either the heritage trams or a modern tram with greater capacity.

Summary:

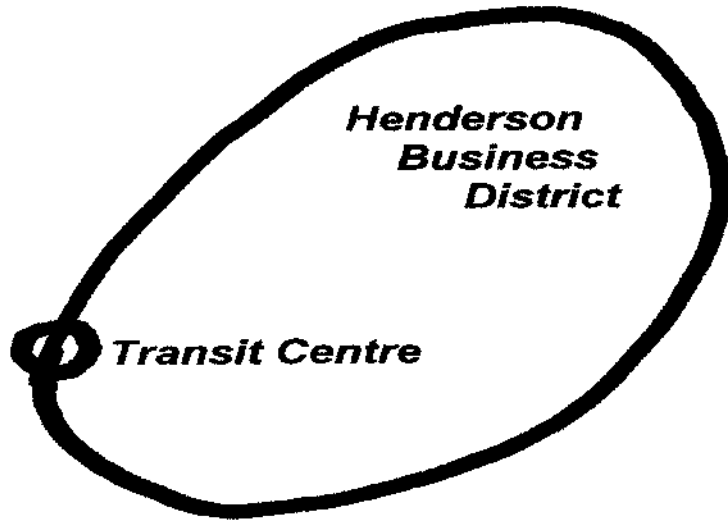
This is a vision for a tramway to serve Henderson initially and later the wider Waitakere City. It meets the objectives of the Waitakere City Transport Strategy 2006 – 2016.

Stage 1 would consist of a single loop line serving the Henderson business district and connecting with the Transit Centre.

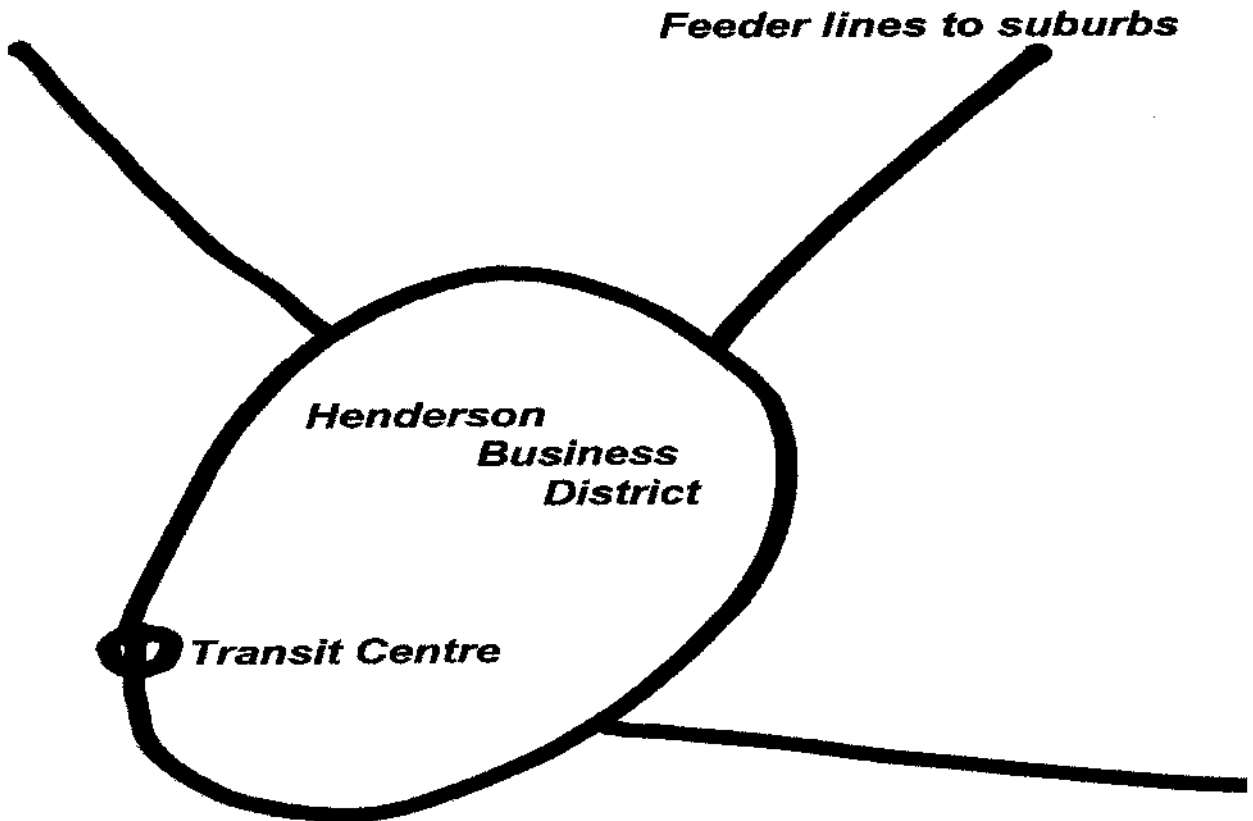
Stage 2 would see the building of feeder lines to suburban areas.

It is a vision which would directly demonstrate the Eco-City objectives.

1.1 The Vision: Stage 1



1.2 The Vision: Stage 2



ABS

2. TRAMS:

2.1 THE EX-LISBON TRAMS:

Dave Harre purchased and shipped to Waitakere City two ex-Lisbon, Portugal, trams from Aspen, Colorado with a view to restoring them for use.

The trams, Lisbon numbers 520 and 526, were shipped to Henderson in 2003 and Council contributed \$20,000 to the tram's transportation to New Zealand from its 2003-2004 Annual Plan budget. Dave Harre has commenced restoration of the body of 520. 526 and the two Brill-type 4-wheel trucks are in storage in a building on the Corban Estate.

The two trams were built in Lisbon in 1924 for Carris, the Lisbon tram operating company, by Santa Amaro Works of Lisbon Electric Tramways, Ltd. using mechanical and electrical components largely imported from UK. They were originally double ended and were converted in 1960 to single-ended operation. They remained in service until 1980. It is proposed that they will be restored to **double ended** configuration as this will be of greater operating benefit to the Henderson proposal (two more controllers are needed to be able to do this)..

The physical details of the two trams are as follows:

Track gauge: 900mm
 Length: 8.78m
 Width: 2.36m
 Weight: 11,585 kg.
 Seating capacity: 24
 Motors: 2 x 25 hp General Electric

The trams are quite small by tram standards with only 24 seats and room for up to a dozen people standing. Although people would not be keen to stand as 4-wheel trams do not provide a very smooth ride. By comparison, MOTAT runs ex-Auckland trams which are 48 seat and ex-Melbourne trams which are 52 seat configuration, plus some smaller trams.

The first page of photographs at the end of this section shows tram #526 in storage in Henderson, and an identical tram (#531) which has been restored and currently runs in Whitehorse in the Yukon Territory, Alaska. The second page shows trams in Lisbon, a rebuilt old tram similar to 520 and 526 and a modern ultra low floor light rail vehicle (tram) known as a ULF-LRV.

The distinctive yellow and white livery could be retained in Henderson as this would be unique in New Zealand and be an acknowledgement of their heritage. Whitehorse have also decided to retain the original livery.

2.2 TRAMWAY GAUGE:

2.2.1 Lisbon 900mm gauge

The track gauge of the Lisbon system is 900mm which is small and quite unusual in the world, although there are plenty of railways using that and even smaller gauges.

The Lisbon gauge is shared by only one other city and that is Linz in Austria. Like Lisbon, they continue to run a fairly extensive tram network using trams of various ages and configurations and in recent years both cities have bought modern state-of-the-art low-floor trams that run on the 900mm gauge track. Siemens have supplied Combino trams to Lisbon and Bombardier have supplied Flexity trams to Linz. Alstom have also supplied new trams to Linz. These three companies are the principal suppliers of modern light-rail vehicles in the world today. More details of these can be found in the appendices.

Although unusually narrow, most tramway systems use 1,435mm gauge, there are no real problems associated with continuing with that gauge except that there are limited sources of second-hand equipment.

The main advantage to using standard gauge would be the widespread availability of both new and second-hand tramway equipment.

With that in mind, the writer has contacted both Lisbon and Linz to determine whether or not more surplus 900mm gauge trams might be available for purchase in the future. Lisbon advise that none are available currently.

2.2.2 Options to convert the gauge

There have been suggestions that the Lisbon trams be converted to run on 1067mm gauge (3ft. 6ins) in common with the national railway gauge. The Lisbon trams could easily be converted to that gauge but it must be pointed out that there is no point in doing that as trams can never share the same right-of-way as that for heavy rail.

To explain this further, there is only one heavy rail corridor passing through Waitakere City and that is the North Auckland Line which carries freight services to areas north of Auckland and an increasing frequency of suburban passenger train services. In the reasonably near future this line will be electrified using a 25 kV AC overhead power system.

The reasons that trams can never share this right-of-way are:

- Different clearance dimensions (loading gauge)
- Different safety standards e.g. anti-collision standards for rolling stock
- Different platform heights and clearances
- Different electric power systems (600V DC vs. 25,000V AC)

Based on these facts there is no argument for changing the gauge of the Lisbon trams.

If the project were to be starting from scratch, without the Lisbon trams, the writer would advocate strongly in favour of adopting what is generally considered to be world standard gauge (1,435mm) used for both railways and tramways in the majority of countries and most cities.

2.2.3 Future proofing

It is certain that with even the least bit of success, more than 2 trams will be necessary to maintain a regular service. In the event that feeder/commuter lines are added, it would be most likely that modern low-floor trams of high capacity would need to be purchased. See section 12 of this report for details of such vehicles.

There is only one other consideration which should be addressed. If there were ever to be a light rail network established in Auckland and it were to extend to the west it would be most likely to be constructed in standard gauge i.e. 1435mm. As there is a direct heavy rail connection to Auckland and this will eventually have a potentially very large capacity, a light rail network to the west seems unlikely. However, it should be noted.

Refer to appendices for further technical information.

Summary:

Two small vintage trams have been imported to operate the proposed Henderson tramway.

They are of an unusual and small track gauge used only by Lisbon in Portugal and Linz in Austria.

While this may seem limiting for the future it should be noted that both of these cities run extensive networks and both have bought modern high capacity trams in recent years.

Interconnection with other tramway/light rail systems seems unlikely in the future in view of heavy rail developments in west Auckland.



Tram #526 in storage in Henderson. Truck for #520 on the right.



Tram #531 in service in Whitehorse, Alaska.



Interior of Whitehorse tram.

A89



Rebuilt and modernised Lisbon tram similar to 520 and 526 running in Lisbon



Siemens Combino tram in Lisbon. 210 passenger capacity.