

Parking Workshop Debrief

Central City Plan – Parking Workshop 2 June 2011

Presentation to IPENZ Transportation Group – 23 June 2011

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Participants

- Three “think pieces”:
 - Stuart Woods, MWH
 - Tracy Allatt, Beca
 - Julie Anne Genter, JR Cagney
- Tim Cheesebrough outlined seven transport options
- About 30 other attendees (half from CCC)

Stuart Woods

- 38,000 parking spaces in central city (4 avenues); 60,000 jobs
- About 75% off-street, growing at ~500 per year
- Parking requirements relatively low (1/3 to 1/8 of elsewhere in city)

Tracy Allatt

- The need for parking is widely over-estimated by retailers
- Peds and cyclists spend almost as much as drivers but don't use expensive parking



Parking space rented to local café (Upper Hutt)

Julie Anne Genter

- “User pays” principle applies for air travel
 - so why not for parking?
- If I walk or cycle to shops, I’m still paying for costs of providing parking (cross-subsidy)



Parking takes up excessive space

- Blue area is commercially productive
- Parking – green (left) & brown (right) is a cost to all
- Parking utilisation typically low



Parking Management

Defining the Problem

Do you have a parking *supply* problem?



Or a parking *management* problem?

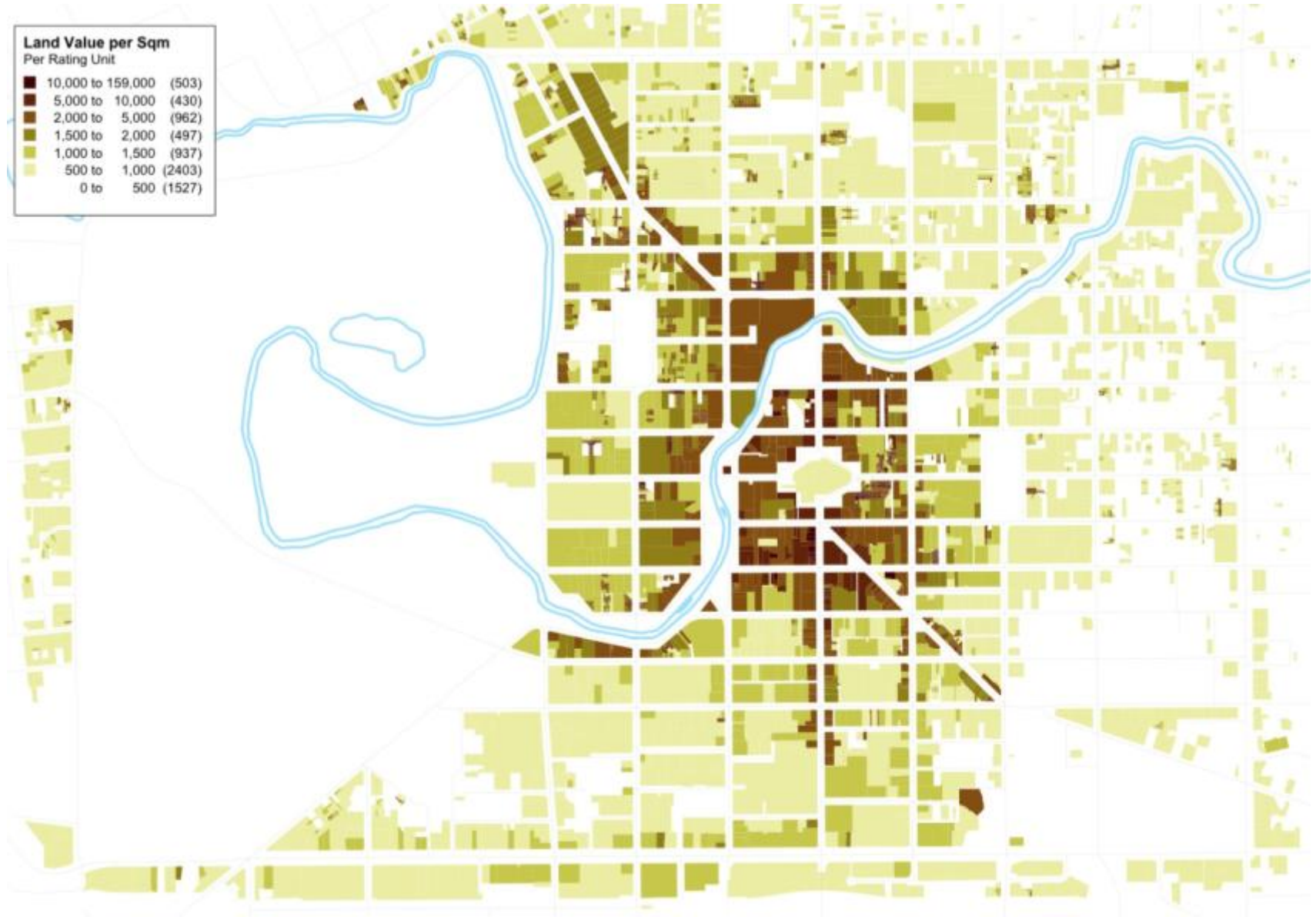


Or a parking *pricing* problem?

Land value intensity (\$/m²)

Land Value per Sqm
Per Rating Unit

10,000 to 159,000	(503)
5,000 to 10,000	(430)
2,000 to 5,000	(962)
1,500 to 2,000	(497)
1,000 to 1,500	(937)
500 to 1,000	(2403)
0 to 500	(1527)



Tim Cheesebrough

- Seven transport options from “car-centric” to “towards car-free”
- Based on feedback from “Share an Idea” and staff deliberations; previous policy work

Seven Transport Options

planning for a 30 year horizon, except where stated otherwise

Option 1 - Car Centric

Central city transport systems enable and support excellent access by private vehicle

Option 2 - Status Quo

Central city transport networks restored to much as they were on February 21st

Option 3 – Delivering the City for People Action Plan - Evolution

Evolving changes to transport networks as programmed by Council prior to February

Option 4 - Delivering the City for People Action Plan – Faster Pace

Increased pace changes to transport networks from those programmed by Council prior to February

Option 5 – People Centric – Bus Based

A greater focus on people based central city transport networks, supported by high quality bus based public transport

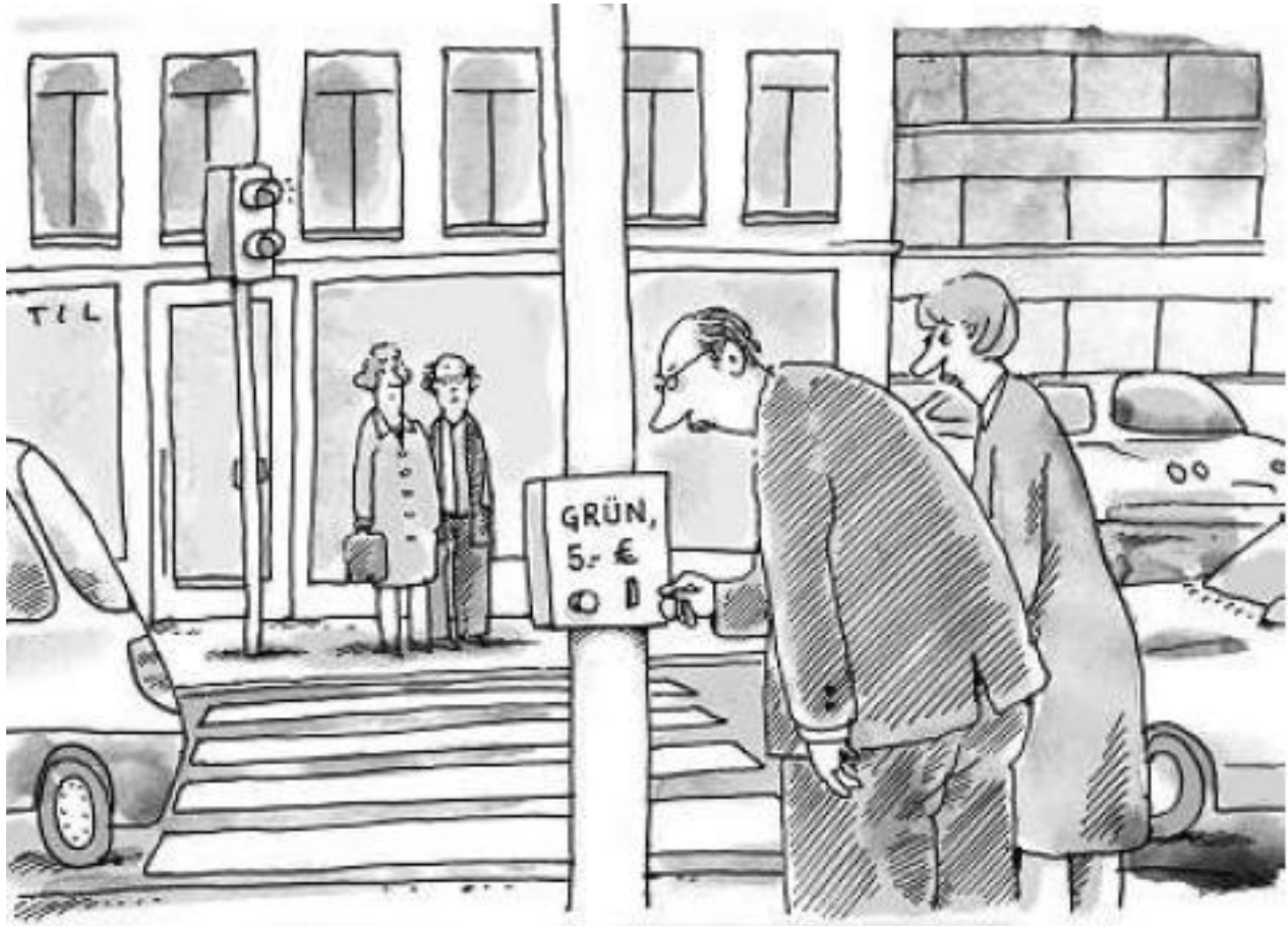
Option 6 – People Centric – Both Bus and Fixed Track Based

A greater focus on people based central city transport networks, supported by high quality bus based public transport and new fixed rail systems on key corridors

Option 7 – Towards a Car Free Centre

Seeking solutions that achieve limited private vehicle access to the heart of the central city, supported by high quality bus based public transport and new fixed rail systems on key corridors

Component of Option 1 (car-centric)?



Detail of preferred option, Option 6 (1)

- Slow core and many key streets shared space
- Avon River has continuous high quality pedestrian/cycle way
- High grade on-street and off-street cycle network segregated mostly from traffic
- Significantly more tree planting and well connected green space

Detail of preferred option (2)

- Comprehensive laneways network
- Review and reduce or remove one-way street system
- Through traffic inside four Avenues actively discouraged
- Comprehensive network of bus priority measures integrated fully with greater pedestrian priority on key streets around core

Detail of preferred option (3)

- New transport interchange perhaps replaced with small network of “stations” within four Avenues and multi-modal interchanges near to four Avenues – all linked by shuttle services
- Consideration of opportunities for fixed track services to supplement / replace buses on high patronage corridors

Detail of preferred option (4)

- Public car parking buildings for long stay (commuter) parking moved to points close to four Avenues – perhaps combined with park and ride / park and walk facilities

Darren Fidler's comments (1)

- What is the purpose of CBD? Difficult to recommend transport infrastructure / parking strategy without knowing CBD purpose.
- We discussed minimum parking requirements (agreement that this was a bad idea), no requirements (split on this) and maximum requirements (split on this)
- Julie Anne Genter provided evidence of oversupply of parking in the CBD (25% of land area currently car parks). Is this efficient use of space?
- If there are no parking requirements then market forces should dictate supply.

Darren Fidler's comments (2)

- If there are maximum parking requirements, alternatives must be supplied (improved PT, incentives for TOD) to speed up process of getting to equilibrium (i.e. land uses and mode choice will settle down eventually through market forces but CCC/govt needs to speed up process)
- Discussed placing restrictions on mall parking so that CBD isn't at a competitive disadvantage. Tracy Allatt indicated that parking has little to do with attractiveness so CBD not really competing with malls anyway.
- Session very useful for getting ideas out there, but could have been more value whittling these down there and then, using all the expertise in the room.

Conclusions

- Parking should be better managed, with either no requirements or maximum limits
- Consider minimum parking prices (private and public)
- Options 5, 6 and 7 favoured; may need to evaluate cost-effectiveness of all three
- Quality urban design desired; traffic engineers and planners need to be involved