

I hereby give notice that an ordinary meeting of the Rodney Local Board will be held on:

Date: Monday, 11 August 2014
Time: 1.00pm
Meeting Room: Muriwai Surf Club
Venue: 100 Jack Butt Lane
Muriwai Regional Park

Rodney Local Board OPEN ADDENDUM AGENDA

MEMBERSHIP

Chairperson	Brenda Steele
Deputy Chairperson	Steven Garner
Members	James Colville
	Warren Flaunty, QSM
	Thomas Grace
	Beth Houlbrooke
	John McLean
	Phelan Pirrie
	Greg Sayers

(Quorum 5 members)

Raewyn Morrison
Local Board Democracy Advisor

6 August 2014

Contact Telephone: (09) 427 3399
Email: raewyn.morrison@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

ITEM	TABLE OF CONTENTS	PAGE
28	Rodney Local Board Feedback on Auckland Transport's Parking Discussion Document	5

Rodney Local Board Feedback on Auckland Transport's Parking Discussion Document

File No.: CP2014/17514

Purpose

1. The Rodney Local Board feedback on Auckland Transport's Draft Parking Discussion Document is attached for retrospective approval and information of the local board.

Executive summary

2. Auckland Transport extended the consultation period for the Draft Parking Discussion Document with submissions closing on 31 July 2014. Local boards were asked to provide feedback on matters including parking in residential streets, city centres, metropolitan and town centres, off-street parking facilities (parking buildings), on-street parking restrictions, parking permits and park and rides. Members of the Rodney Local Board's Transport Portfolio worked on feedback which is included at Attachment A.
3. The local board feedback has been lodged with Auckland Transport and the local board is requested to approve this feedback retrospectively.

Recommendation/s

That the Rodney Local Board:

- a) retrospectively approve the local board's feedback (Attachment A to the agenda report) to Auckland Transport's Drafting Parking Discussion Document.

Attachments

No.	Title	Page
A	Rodney Local Board feedback on Auckland Transport's Draft Parking Discussion Document	7

Signatories

Authors	Raewyn Morrison - Local Board Democracy Advisor
Authorisers	Lesley Jenkins - Relationship Manager

Feedback on AT Draft Parking Discussion Document

From: The Rodney Local Board

Date: 30 July 2014

The Rodney Local Board (RLB) is aware that the focus of this review is urban environment centric and that this is appropriate, however there appears to be little consideration with regard to the specific requirement and challenges faced in rural townships as exist in Rodney.

- There is little or no public transport.
- There are high levels of car ownership.
- Distance between towns/settlements is significant.
- There are few walking and cycling connections and most of the rural roads are not well suited for these modes.
- Town centres are relatively small.
- Parking issues are intermittent – either weekly or monthly event focused or seasonal
- Parking issues grow exponentially as a result of growth particularly where there are geographic and other constraints as there are in most of our rural townships.
- Parking issues around events and tourism related activities and community events are also at times a significant issue in this area.
- Geographic isolation means that the solutions are not always going to be easy and that one size will not fit all situations. The Parking solutions for Auckland must have relevance to, and flexibility of application, for ALL of Auckland.

Reference - Section 2 proposes objectives to guide the future parking strategy. The following objectives for managing parking in Auckland align with the Auckland Plan:


- Facilitate a transformational shift to public transport.
- Support the economic development of the Auckland City Centre, metropolitan and town centres.
- Prioritise the safe and efficient movement of people, services and goods on the road network.
- Provide an outstanding customer experience at AT operated on- and off-street facilities.
- Support place-making, amenity and good urban design outcomes.
- Ensure the efficient use of land in centres.

Ensure a fiscally responsible approach to providing, managing and pricing parking

facilities and that benefits cover costs.
Feedback - Section 2 supported in principle
Reference – Section 3 summarizes the key directions for parking outlined in the Auckland Plan, proposed Unitary Plan and the Regional Public Transport Plan.
Feedback - Section 3 supported in principle, however the RLB requests AT notes that: Use of Maximum parking controls must be restricted to areas where there is ample PT. Also users of parking limited locations and any surrounding amenity are identified as coming from PT connected locations. There appears to be little or no consideration to situations where there is currently no, and unlikely to ever be, any PT.
Reference – Section 4 identifies the issues and trends which are emerging in the City Centre, residential streets, metropolitan and town centers and in relation to the provision of park and ride facilities.
Feedback – Supported in principle – However this raises questions: <ol style="list-style-type: none"> 1. Are these trends reflective of rural and coastal towns and town centres signalled for growth? 2. How are people from more rural areas disadvantaged as a result? 3. What can be done to mitigate the issues faced by people who have limited opportunity to use anything but personal cars when they have a need to access resources within the city centre? Arterial roads – support options and mechanisms that ensure the expedient use of main arterial routes for the transport of people, goods and services above the relatively few car parking opportunities (in relation to the traffic volume on this class of road). Park and ride facilities – are strongly supported. It is considered that these should be positioned in the most appropriate locations available but also that as the city develops the park and ride facilities should be able to be re-located and the land under the park and rides sold as the land becomes better used for more economically beneficial uses than parking cars.
Reference – Section 5 seeks feedback on suggested approaches to address the issues and trends
5.1a Managing demand for parking in the city centre, metropolitan & town centres
Feedback – 5.1a City centric parking management strategies are supported. The RLB acknowledges that over time those spending most of their time in the CBD or living and working in the city centre (and heavily developed metropolitan centers) require a shift in mindset away from personal cars as the transport mode of choice. In rural and coastal towns public transport is either infrequent or non-existent therefore implementing an approach suitable for Albany is not appropriate for towns such as Kumeu, Matakana, Snells Beach, Warkworth, Wellsford, Helensville, Kaukapakapa, Murawai, etc. Rural towns require a different approach. Visitors, business people, workers and shoppers in these areas generally have no other option other than to drive to town, so parking should not be restricted. What is being proposed for towns which are serviced well by other modes is not appropriate for rural towns. As these towns grow, then planning must include public transport services along with footpaths,

cycleways and appropriate provision of parking
5.1b Consistent approach to managing parking in centers
Feedback: Comprehensive Parking Management Plans (CPMPs) are proposed for Kumeu and Warkworth in the second stage of AT's programme for delivery of CPMPs. There is currently limited public transport through Kumeu servicing Westgate and beyond and certainly no public transport servicing the east of the area. Warkworth currently has no public transport available. It would therefore be inappropriate to impose regional parking restrictions and rules in these areas. It's not a case of 'one size fits all'. Similar situations are apparent at centres like Helensville, Coatesville and Matakana. The RLB suggests AT develop a generic small town CPMP as a basis for the smaller communities parking direction and controls.
5.2 Balancing competing demands for parking in residential streets
Feedback: Section 5.2 is supported in principle – however the addition of a parking charge is not supported for residential parking in rural towns where, for most, PT is not a viable alternative to driving a car.
5.3 Managing off-street parking facilities in the city centre
Feedback: Section 5.3 supported in principle
5.4 Investing in off-street parking facilities
Feedback: Section 5.4 supported in principle – noting however that some of our rural towns are further constrained by geography and development which creates situations where there is insufficient long and short term parking options. This is exacerbated as these towns grow. Warkworth is a case where there is a finite limit of space available, recognised by the Rodney District Council who built a car park building. There is an expectation that this building will be completed (with the addition of the 3 rd level) to alleviate parking congestion problems that are starting to arise now. Projected development will see Warkworth issues grow exponentially and Kumeu and Huapai may be in a similar situation within 2-3 years given the projected growth there.
5.5 Prioritising access to on-street parking
Feedback: Section 5.5 supported in principle – again there must be an acknowledgement and mitigation of inconsistent delivery of amenity if PT is an item that is used to determine priority and it is not widely available in the location parking options and funding is being considered.
5.6 Reducing parking on arterial roads
Feedback: Section 5.6 supported in principle
5.7 On-street parking restrictions and events – special purpose parking
Feedback: Section 5.7 supported in principle – noting that there are 'local' events that have enjoyed similar treatment to that of the central city Santa Parade. At Sandspit for example for the last 10(?) years the local Lions Club have been able to encourage families to the 'take a kid fishing' day with 'free parking' in the council car park. This is a large group who would very seldom be travelling to the Santa Parade but regularly do the annual 'local' event. How can this be retained?
5.8 Allocation of parking permits
Feedback: Section 5.8 supported in principle

<p>5.9a Investment in park and ride facilities</p> <p>Feedback: For rural and coastal towns (especially those signaled for growth) provision of public transport will be essential and the associated investment in park and ride facilities to support this will be required. As people move further out of city and metropolitan centres but remain employed in those city and metropolitan centres they will need reliable public transport and the ability to have designated parking space to be motivated to use it. As above the RLB supports park and ride development but also request that park and ride facilities are transient – they must be designed to be moved as property and business needs put pressure on these locations and the value of the land under them rises.</p>
<p>5.9b Pricing of park and ride spaces</p> <p>Feedback: Whilst it is recognised that park and ride facilities are a cost to the ratepayer, this needs to be balanced by encouraging ongoing support and use of the public transport service. Are the costs of park and ride facilities included/reported as part of the cost of subsidising public transport? When there are frequent and reliable public transport services available some contribution could be sought from park and ride users.</p>

<p>Authorisation</p> <p>This feedback will be retrospectively approved at the Rodney Local Board business meeting on 11 August 2014 and is authorised by:</p> <p></p> <p>31 July 2014</p> <p>Brenda Steele Chairperson Rodney Local Board</p> <p>Date</p>	
<p>Contact Details</p> <p>Name: Rodney Local Board</p> <p>Organisation: Auckland Council</p> <p>Postal Address: C/- Michelle Sanderson, Local Board Advisor, Rodney Local Board, Auckland Council, Orewa Service Centre, Private Bag 92300 Auckland</p> <p>Phone number: Brenda Steele 021 283 5835 Michelle Sanderson, Local Board Advisor 09 427 3383</p>	

Email contact: brenda.steele@aucklandcouncil.govt.nz
 michelle.sanderson@aucklandcouncil.govt.nz