

NOTICE OF MOTION: from Troy Churton

In terms of Standing Orders clause 3.11.1, please place the following Notice of Motion on the agenda for the Ōrākei Local Board's business meeting to be held on 16 August 2018.

Motion

- a) As a short term initiative, that Auckland Transport redesign the Ōrākei Train Station park and ride parking lay out to create extra long term spaces.
- b) Request that Auckland Transport report to the September 2018 meeting of the Ōrākei Local Board with a break down of what development improvements it has scoped for Ōrākei Station park and ride and what portion of the allocated \$54,904,017 is assigned to Ōrākei Station park and ride over the 2024-2027 period per the proposed Regional Public Transport Plan.

Background

1. As a regular park and ride user of Ōrākei Train Station for decades, the under-capacity of the car park to cope with demand is now reaching new levels of effect on the car park and surrounding areas. I have also sought feedback from reps of resident associations in neighbouring suburbs.
2. 'Innovative' and sometimes technically unlawful parking is happening on a daily weekday basis because the car park is always full by 7.25am. I have furnished a photo example to Board members.
3. My concern is not to have greater enforcement to cure the innovative parking happening in the car park. People are earnestly trying to connect with the train service and there is a known capacity problem that despite being stated as a priority, the problem continues to receive low priority treatment from AT in its Regional Public Transport Plan (RPTP) financial forecast.
4. As a token short term measure, I believe some of the 5 or 6 short term spaces in the station car park are unnecessary and could become long term as an easy immediate step to create more capacity. I also believe berm areas at the west end of the car park could be designed to take a few more cars. I vehemently reject using pay and display meters to allocate bays to those wishing to then use the train. There are smarter ways to enable train users to get parking bays while discouraging non-train users to displace the primary intent of this park and ride facility. But overall, if the capacity issue was addressed promptly, the concern to enable or discourage different users would fade.
5. Most people I see attending short term to pick up train users tend to use the Ōrākei Point side of the tracks or wait in an area of ample width beside the footbridge in the car park.
6. Ōrākei Point development has been granted consent as a strategic transport node residential development. The future intensification of use of the road and car park in this location is, in my view, obvious.
7. Improving the car park capacity at this park and ride should be escalated now, with relevant scope and engineering design work and consents applied for now. The RPTP does not entertain funds for park and ride capacity improving until at least 2024-28.

RPTP 2018 – relevant extracts

8. Two key extracts from the RPTP 2018 report where an appropriate business case can be drawn to pursue increased capacity at Orakei Train station – are as follows:

Focus Area Two – Getting to Public transport

9. *Park and Rides across Auckland are at or approaching capacity. In some circumstances, this is leading to unsafe and unacceptable parking practices. While there is scope for some expansion at key sites, resources are limited. Going forward, Park and Ride capacity will be provided to better match demand and strategic outcomes, and be managed in a way that contributes to a more efficient transport system overall.*
10. *Better use of Park and Ride space to increase access to stations and terminals is a priority. Auckland Transport will manage the demand for space at Park and Rides through one or more of the following:*
- *Reallocating space for priority uses, such as, drop-offs, rideshare, and on-demand services, as appropriate*
 - *Pricing to enable the allocation of bays to those with a need to drive to rapid public transport or a ferry terminal, discouraging non-public transport use of bays, and enabling some cost recovery*
 - **Expanding parking capacity.**

Planned Public Transport Capital Expenditure – 2018 -2028

RLTP Project Name	Functional requirement	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028
Matiatia P&R	Replace and expand existing Matiatia PnR to cater for projected increase in demand to and from Waiheke.										
Papakura rail station P&R	Delivery of a new multi-storey facility on the site of the existing Papakura Park n Ride, to increase patronage on the rail network.										
Park and Ride Programme	Delivery of new and extended park'n'ride facilities										

Author and signatory

Troy Churton
 Ōrākei Local Board Member
 27 July 2018