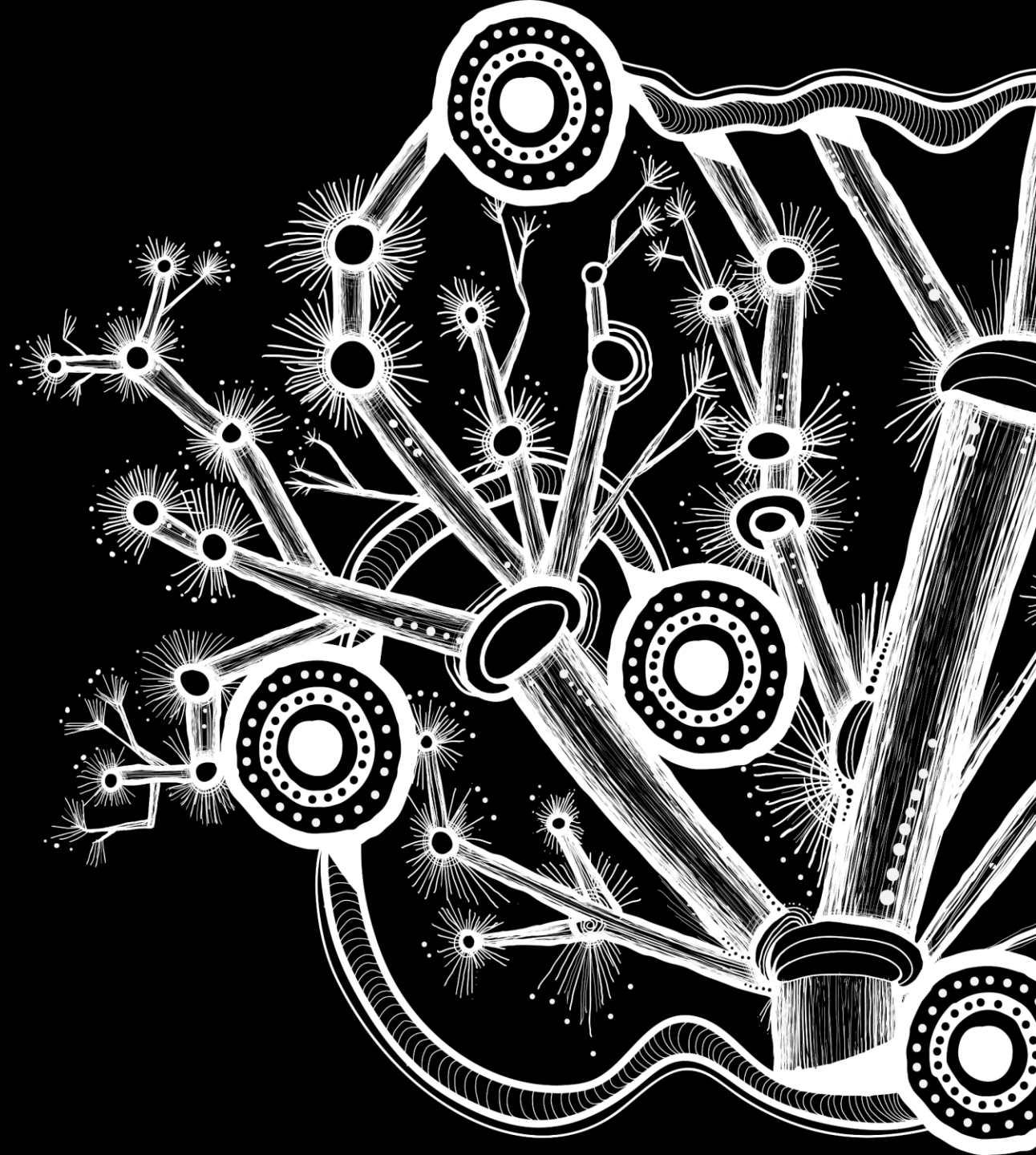# People, places and parking:
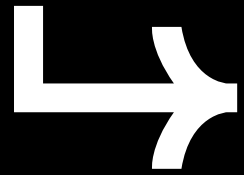
↳ Managing parking to make great centres and neighbourhoods

# Welcome

# Acknowledgement & respect

# Today's session

**1** Scene setting and high-level parking policy | Steven Burgess

**2** New Zealand reforms and their impact | Scott Ebbett

**3** Q&A | Charlotte French (facilitator), Steven Burgess and Scott Ebbett



**Steven Burgess**
Technical Director, Urban Strategies | GHD

**Scott Ebbett**
Principal Consultant (Parking and City Logistics) | MRCagney

**Charlotte French**
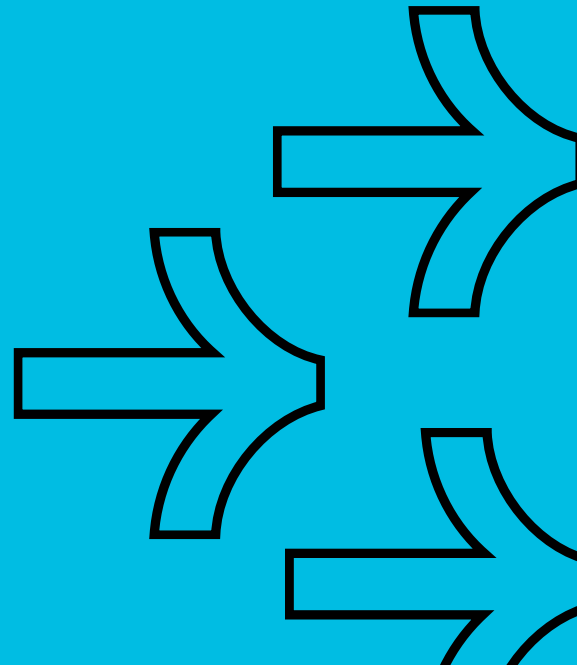Service Line Leader – Transport and Movement | GHD (Facilitator)

01 Scene setting and high-level parking policy

**Steven Burgess**
Technical Director,
Urban Strategies, GHD

# Who are we?
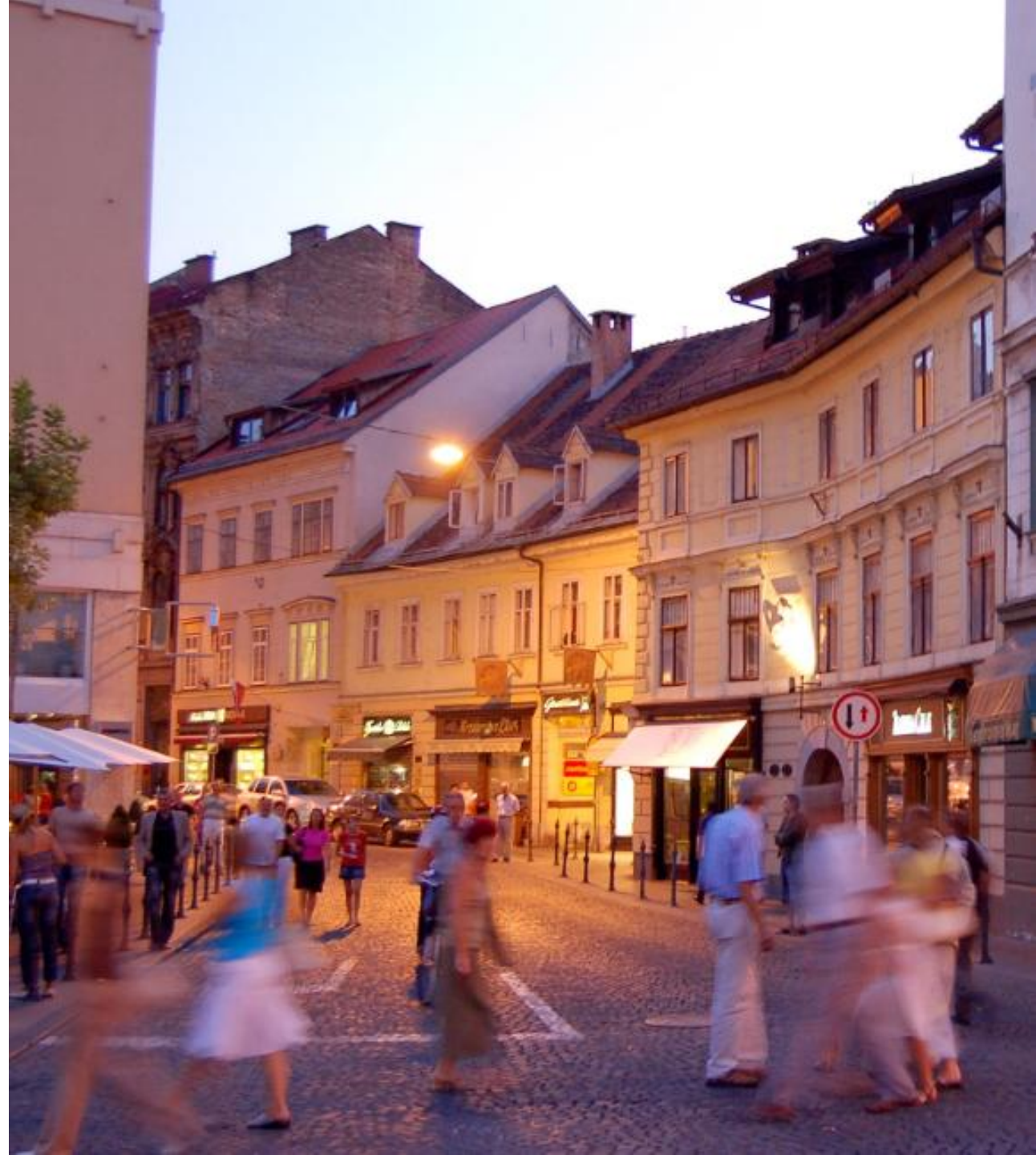## ...and who are you? How can we help?

**Scott Ebbett**
Principal Consultant
(Parking and City Logistics)
MRCagney

**Steven Burgess**
Technical Director, Urban
Strategies, GHD

# **Favourite places, streets or neighbourhoods?**

→ Where is it?

→ Why is it your favourite?

→ Approximately when was it built?

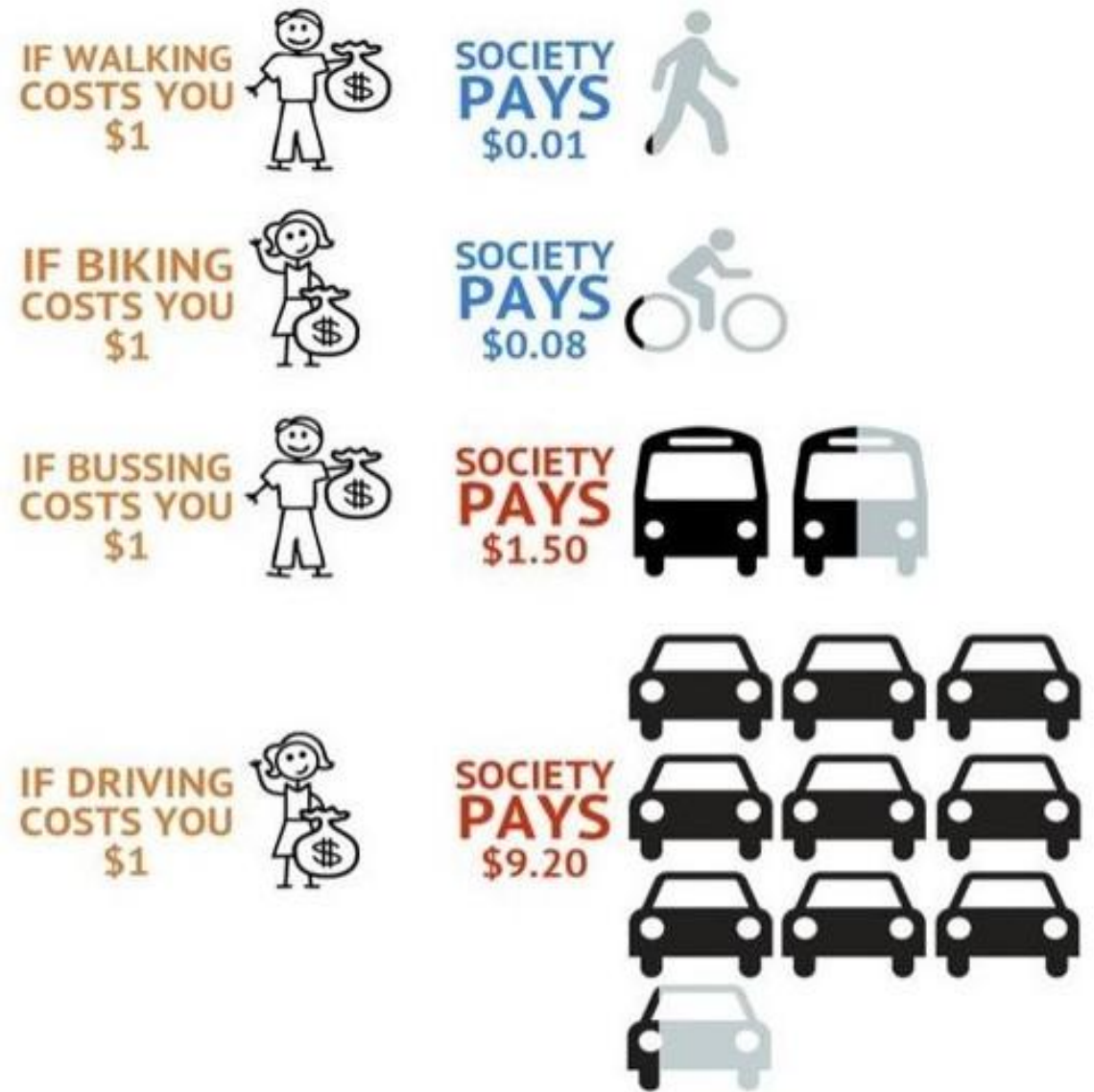# Are we attributing our space the way people want?

→ Is this balance, OK?

→ How does it get like this?

Why is
city shape
important?

Movement costs!

IF WALKING COSTS YOU $1 — SOCIETY PAYS $0.01

IF BIKING COSTS YOU $1 — SOCIETY PAYS $0.08

IF BUSSING COSTS YOU $1 — SOCIETY PAYS $1.50

IF DRIVING COSTS YOU $1 — SOCIETY PAYS $9.20

Should this
be easy to do?

**Should this be impossible?**

# So, in the context of parking what does all that mean?

→ People traffic and car traffic are diametrically opposed in their needs and requirements;

→ People only spend money, meet people once they get out of their car.

# Too much movement space

→ Will build more sprawl in reaction to better access

→ Will change mode away from bus/bike/train etc.

→ Will demand more parking space

→ Economic growth and investment will decline

# On-street parking

→ **Extremely poor return for the community**

Promotes short stays and small spends at a large cost

Very poor use of public land

# Off street parking



→ Public authorities have an obligation to maximise the value of and value to the citizens of its land holdings.

→ Public car parking cannot be subsidised.

→ If there is a demand for off-street parking, it will have value, and the private sector will provide it.

→ If there is not enough income generated from parking for the private sector to invest, you are over-supplied.

# Enough is too much

→ Town centres with less make more

→ Who goes to an indoor shopping centre to just buy the paper?

→ How far do you walk at a shopping centre?

# Is there value in parking reform
## (i.e. is it worth fixing)?

**Advantages**

» Less car traffic

» Less emissions

» More street trees

» More generous footpaths

» More outdoor hospitality space

» Better bike riding options

» Better public transport access and service

» More income from Council assets

» More prosperous retail environment

» Safer public spaces

&

**Disadvantages**

» Less convenience for private car drivers
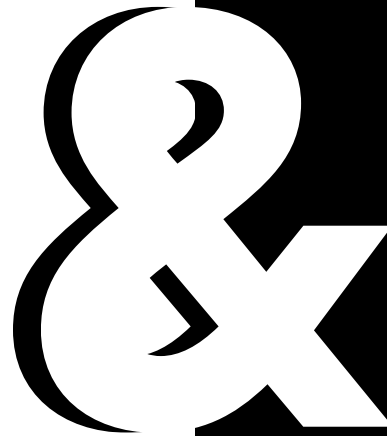
# 02 New Zealand reforms and their impact

Scott Ebbett
Principal Consultant
(Parking and City Logistics) MRCagney

Parking Reform in NZ

MRCagney

# Auckland Unitary Plan

- In 2010 seven former councils merged to form Auckland Council, known at the "Super City"

- New planning scheme developed:
    - New Mixed use and Terrace Housing and Apartment Zones
    - No minimum parking requirements in all medium and high-density residential zones and all business zones.
    - Target of 70% of new housing in the Auckland region to occur within the existing urban area.



**MRC**agney

# Auckland Unitary Plan outcomes

- Auckland Council consented just over 19,000 dwellings in the year ending June 2020, an 88% increase on 2016/2017, the first year of the Unitary Plan.

- 82% consents were within existing urban area.

- 62% intensive housing - apartments, townhouses, units and flats.



Figure 3: Dwelling permits, 2010-2021

**MRC**agney
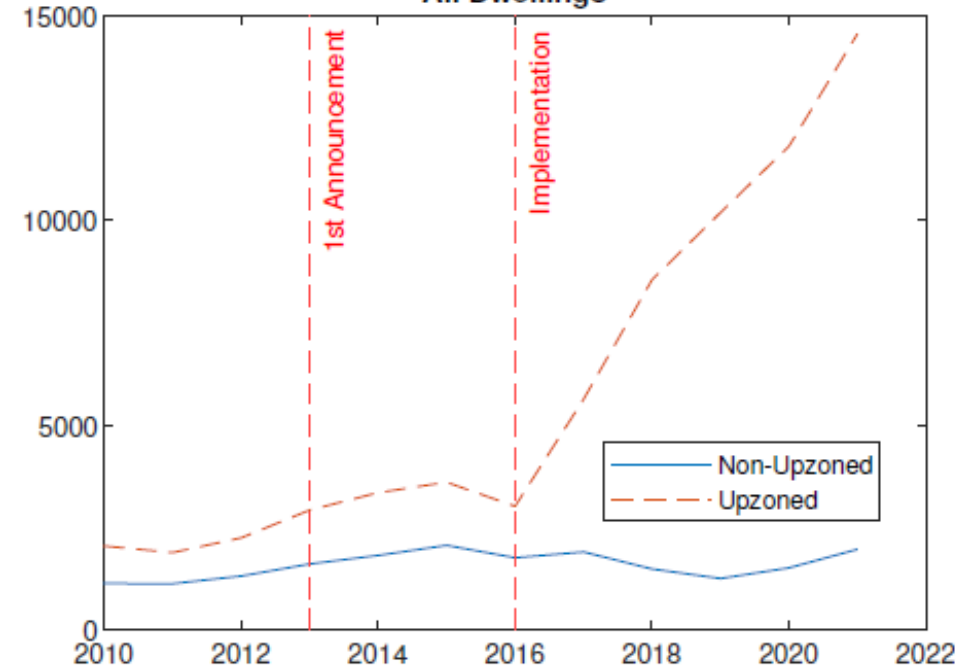
# NPS-UD

Requires local authorities in NZ to:

- Allow for much higher densities for walking catchments around town centres and frequent PT – up to 6 stories.

- Complete a Future Development Strategy and Housing and Business Development Capacity Assessments.

- Remove minimum parking requirements (although can still require mobility parking).

**MRCagney**

What have been the
outcomes?

MRCagney

33 apartments
Two parking spaces for car share vehicles. Large bike parking garage

MINIMUM PARKING REQUIREMENTS
APARTMENTS / TRANSPORT CHOICE

MRCagney
BETTER TRANSPORT • BETTER PLACES • BETTER CHOICES

Sandringham, Auckland

13 eco-friendly rented apartments. Three car parks plus one shared electric car.

Onehunga, Auckland

210 apartments. Around 100 parking spaces. Walking distance to everything you need.
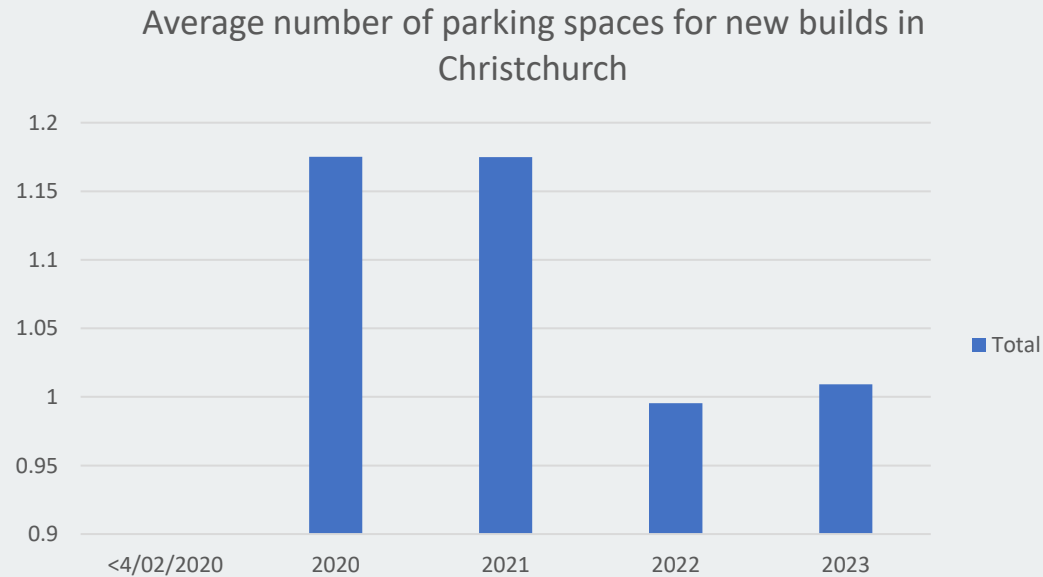
# Parking takes up a lot of space

Vehicle carriageway — 52%

Parking — 21% (one lane changes to bus lane in afternoon peak)

Footpath — 27%

Cycle lanes — 0%

MRCagney

# Parking is expensive to build

$60,000 - $100,000 per space for off-street structured parking

# Managing the asset

- New Zealand Transport Agency developed the National Parking Mangement Guidance to help councils manage their parking assets.

- Clear policy guidance applying best practice public parking management.

- Councils required to develop Parking Management Plans for centres and growth areas.

**MRCagney**

**National parking management guidance**

This document provides guidance on best practice management of public parking (on-street parking and publicly owned/managed off-street facilities) throughout New Zealand.

WAKA KOTAHI
NZ TRANSPORT AGENCY

Te Kāwanatanga o Aotearoa
New Zealand Government

# What does good parking management look like

- Using tools to ensure parking is available for those needing to park

- Prioritising different users

- Sharing parking supply to ensure it is efficiently used

- Creating a market for parking

- Return parking revenue back to area it was collected

**MRC**agney

# What else could a car park be?


Parklet, Newtown, Wellington


Footpath, High St, Auckland


Bike Parking, Wellington


Outdoor dining and footpath, Mission Bay, Auckland


Cycle lane, Christchurch


Trees, Ponsonby, Auckland

# Better use of kerbside space



**Uses of kerb space in an Auckland town centre**

**18 metres** of kerb space could serve:

**4** car passengers per hour — Parking

**15** people sitting, resting, and meeting — Public space

**18** cyclists or scooter riders per hour — Bike/Scooter parking

**20-100** bus passengers per hour — Bus stop

Numbers are approximate only. Number of bus passengers estimated from Kingsland data.

**MRC**agney

# Benefits to local businesses



$950  $1,700  $1,660

**REVENUE GENERATED PER DAY BY DIFFERENT KERBSIDE USES**

URBIS

Source: Urbis, 2021
Based on the following sources
- Dining Parklet occupancy, expenditure and duration of stay based on: Urbis, 2021, Extended Outdoor Dining Program Evaluation, for Cities of Melbourne, Yarra and Stonnington
- Bike parking occupancy, expenditure and duration of stay based on: Alison Lee & Alan March (2010) Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton, Australian Plann
  47:2, 85-93, DOI: 10.1080/07293681003767785 (factored into 2021 Australian Dollars)

**MRC**agney

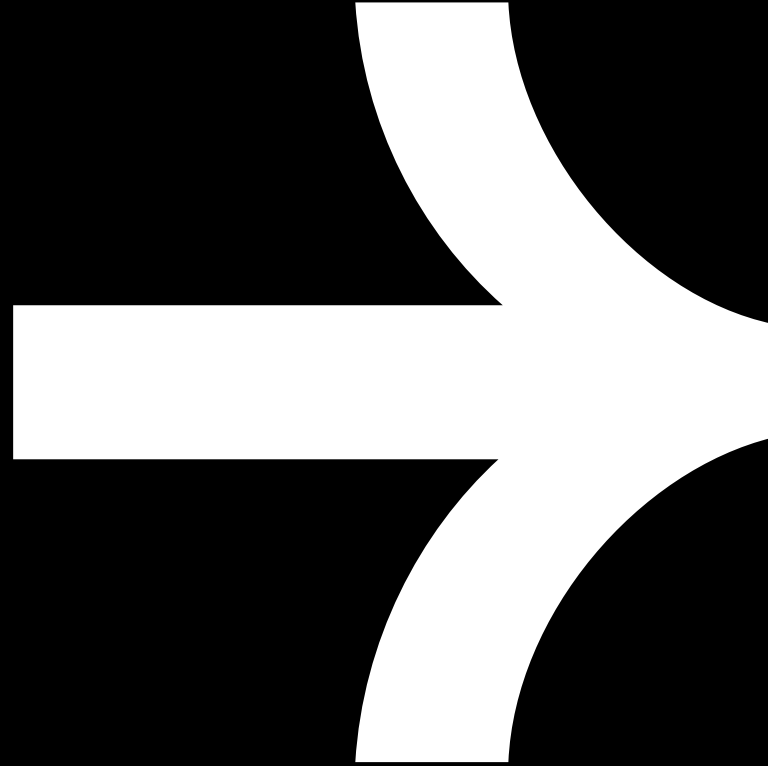# Case study: Mission Bay, Auckland

Case study: Christchurch

MRCagney

# What do I do next?

→ Do something

→ Temporary changes

→ Prove you are right

→ Contact your peers, ask what they are doing

→ Steer your city in the right direction, don't be led down the wrong path.

# Final thoughts:
## Parking is city-shaping!

» Have a simple repeatable identifiable vision

» Street are the backbone to high quality public realm

» Promote alternative thinking – celebrate strangeness

» Process and certainty aren't necessarily your friends

» Storytelling is powerful

» Avoid the average

# Q&A

Use the Q&A to ask any questions.