

## Attachment 1: Commuter parking guidelines

The following will be inserted into the *Passenger Transport Operational Plan*:

### 1. Commuter parking

*Relevant policies: Policy 1.14, 2.1, and 2.2*

Commuter parking refers to the provision of parking facilities, known as park and ride, which are linked to the central city and other commercial centres by the passenger transport network. These parking facilities are provided primarily for commuters travelling to and working in the central city and other commercial centres.

There are 36 commuter parking facilities located on land or roads near railway stations and passenger transport interchanges across the region and providing a total of 4,428 parking spaces compared to just over 4,000 spaces in 2006 and just over 2,000 spaces in 2001/02. *Note: this reflects an expansionist policy over the last few years funded partly through deferring maintenance.*

All commuter parking facilities are marked and signposted as Metlink commuter parking facilities.

There is also evidence of informal commuter parking (not specifically marked as Metlink commuter parking) along roads in the vicinity of railway stations and bus stops. This informal parking is not addressed in this paper.

A survey in 2007 counted 4,137 vehicles at commuter parking facilities across the region which equates to a 93% utilisation rate of current facilities. Commuter parking provides for approximately 29% of daily peak rail demand which is high compared to other New Zealand regions.

#### 1.1 Commuter parking guidelines

The role of commuter parking, key success factors and policy guidelines are set out below.

##### 1.1.1 Role of commuter parking

The main role of commuter parking is to transfer parking demand from the central city and other major commercial areas to suburban/urban fringe locations. Benefits include:

##### 1. Better utilisation of passenger transport capacity

Commuter parking facilities help concentrate passenger trips along key high capacity corridors allowing higher levels of service (e.g. frequency and capacity).

## 2. Reduced road congestion

Commuter parking facilities help reduce road congestion by allowing people to avoid driving through the most congested parts of the road network.

## 3. Increased parking capacity

Commuter parking provides additional parking capacity to that in the central city and other major commercial areas. Commuter parking therefore complements the local parking policies in these areas.

## 4. Improved environmental outcomes

Commuter parking also provides improved environmental outcomes by reducing emissions, energy use and potential need for increased road capacity

Commuter parking also has an important role in the Wellington region to enable access to the passenger transport network where direct access is not feasible. Direct access by walking may be difficult in hilly or poorly connected areas while direct access by passenger transport may not be feasible in low density and poorly connected areas. This role is part of the explanation of Policy 1.14 in the *Passenger Transport Plan*.

The above role of commuter parking is reflected in the key success factors and policy guidelines set out below and should be considered when making investment decisions for commuter parking.

### 1.1.2 Key success factors

A strong commuter parking market will generally only develop in regions with relatively high parking charges in their central city and/or other major commercial areas and limited road capacity into these areas. The strong commuter parking market in Wellington is a factor of these and also of the high quality passenger transport network.

Provided the above conditions are met key success factors for individual commuter parking facilities include:

#### 1. High quality passenger transport links

Passenger transport links must ensure a high level of service (e.g. fast, frequent, and reliable) that is competitive with the private car to provide an incentive for people not to drive all the way.

#### 2. Well designed and located facilities

Facilities should also be easy to access and be well maintained.

3. High degree of safety and security

Personal safety and car security are important considerations with perceptions just as important as actual crime statistics.

4. Quality information and marketing

Facilities must also provide sufficient capacity to meet demand such that people using the facility on a regular basis have a reasonable chance of finding a parking space at that facility.

**Attachment 1** provides further detail on these key success factors.

These key success factors should be considered when applying the guidelines set out below.

1.1.3 Policy guidelines

The following policy guidelines are intended to guide commute parking decisions, including prioritising the maintenance, upgrade and development commuter parking facilities, while taking into account the role of commuter parking and key success factors set out above.

The following policy guidelines should be considered when making decisions on commuter parking:

(a) Ensure sustainability of existing facilities

All commuter parking facilities should be managed to ensure the sustainability of the commuter parking infrastructure investment and to ensure people are not discouraged from using passenger transport services due to low levels of service.

Commuter parking facilities should be maintained in accordance with the *Passenger Transport Asset Management Plan* and the *Commuter Parking Maintenance Standards* (refer **Attachment 2**) to ensure the sustainability of the infrastructure investment.

(b) Ensure safe and secure commuter parking facilities

All existing commuter parking facilities and any new facilities should comply with minimum maintenance and design standards to ensure a safe and secure environment.

Commuter parking facilities should at a minimum comply with the *Commuter Parking Standards*. These standards include requirements for maintenance, safety and security, layout and design, paving and markings, disabled access, signage, lighting, landscaping.

All existing commuter parking facilities should be upgraded over time to comply with the *Commuter Parking Standards*. Upgrades should

only be undertaken if all facilities continue to be maintained in accordance with the *Commuter Parking Standards*.

Any extension to existing or development of new commuter parking facilities must comply with the *Commuter Parking Standards*. Where an extension is proposed the entire facility, not just the extension, should be upgraded to comply with the minimum standards. This is to ensure a safe and secure environment and to maximise value for money by only requiring one contract.

Higher standards may be considered where these will result in a better level of service or more efficient outcome, taking into account the available budget.

(c) Ensure appropriate commuter parking capacity and locations

Commuter parking facilities should be located to provide sufficient capacity taking into account current and future demand and to maximise benefits and overall passenger transport patronage.

The following guidelines should also be considered when deciding the most appropriate location for developing existing or new commuter parking facilities:

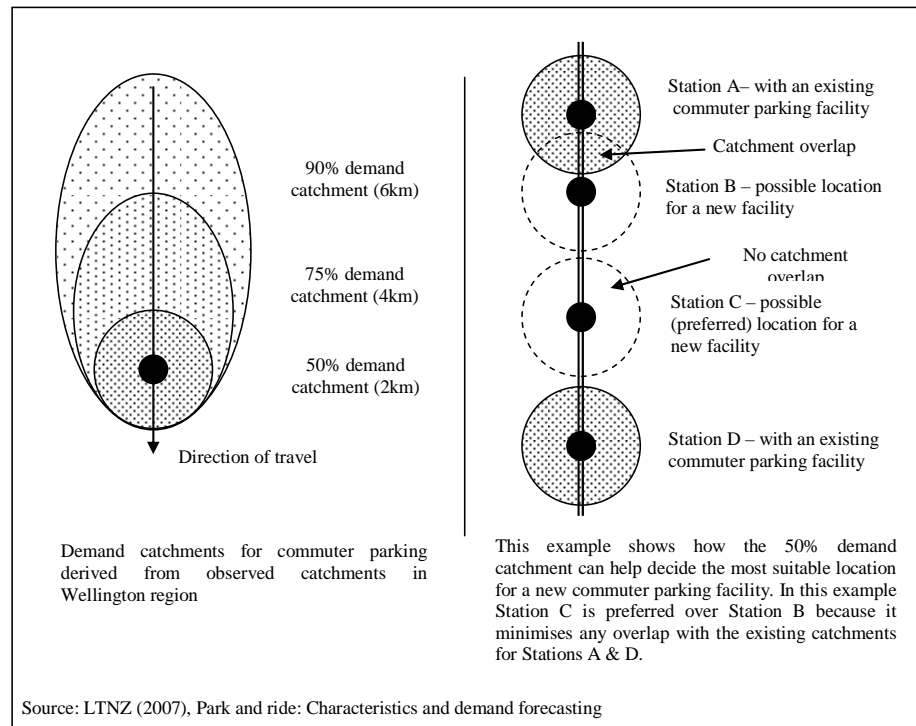
- The facility should be located to maximise the overall passenger transport catchment for all access modes.
- The facility should be located so as not to reduce the number of people using active modes or feeder bus services to access the passenger transport network
- Current and future demand should be considered, including potential repressed demand for the facility, and alternative locations

The following information is intended to assist in determining the most appropriate location for commuter parking facilities:

1. Locate commuter parking facilities in congested travel corridors
2. Locate commuter parking facilities upstream of areas experiencing major traffic congestion
3. Locate commuter parking facilities on key demand corridors
4. Locate commuter parking facilities in areas with less dense populations including where passenger transport services are less feasible.
5. Locate commuter parking facilities so commuters do not have to backtrack to reach the facilities.

6. Locate commuter parking facilities to minimise any overlap between the primary service areas (50% demand catchments) of facilities (refer diagram below) unless required to provide sufficient capacity.

The following diagram should be used as a guideline when defining commuter parking catchments in the Wellington region bearing in mind individual catchments will vary depending on a range of criteria.



- (d) Ensure efficient and cost effective commuter parking developments

Commuter parking developments should seek to maximise efficiency by utilising, where possible, existing capacity across the region and focusing on the cost effective development of catchments where capacity is most constrained.

Commuter parking developments should also provide efficient and cost effective solutions compared to other access modes such as walking/cycling and connecting bus services.

The availability of funding must also be taken into account, including agreed budgets and any opportunities to charge for commuter parking.

(e) Ensure consideration and management of local effects

All local effects arising from the development, including traffic impacts and environmental effects, should be appropriately managed in partnership with relevant stakeholders.

Local parking policies and relevant central city and commercial area parking policies, where applicable, should also be considered when developing commuter parking facilities.

(f) Ensure consideration of alternatives

An assessment should be undertaken of any commuter parking proposal to ensure consideration of alternatives, including alternative access modes to the passenger transport network (e.g. walking, connecting bus services) and any demand management opportunities.

An assessment is not required for the ongoing maintenance in accordance with the *Commuter Parking Standards* or upgrade required to meet the *Commuter Parking Standards*.

The following alternatives should be considered in the assessment:

- Active mode improvements (e.g. walking and cycling),

Such improvements could include improvements to pedestrian routes within five minutes walk of the passenger transport service or improved cycle facilities/routes.

- Passenger transport service improvements (e.g. feeder bus services)

Such improvements could include enhancement to connecting passenger transport services or provision of new feeder services. Improved interchange facilities and the provision of integrated ticketing are also possible alternatives that could be considered.

- Transit oriented developments

Such developments could generate more passenger transport trips than alternative commuter parking facilities on the same land (subject to land tenure issues).

- Commuter parking alternatives (e.g. different locations or number of spaces provided)

Consideration should also be given to the proximity of the facility to the station as close proximity could deter access by active modes with people driving short distances.

(g) Prioritise development of commuter parking facilities

An assessment should be undertaken of any commuter parking proposal to enable the prioritisation of developments.

An assessment is not required for the ongoing maintenance in accordance with the *Commuter Parking Standards* or upgrade required to meet the *Commuter Parking Standards*.

Priorities should be set in accordance with the following guidelines.

- Prioritise developments taking into account the need to provide sufficient capacity and maximise the catchment areas. Developments that maximise catchments and demand should be prioritised ahead of developments that do not.
- Prioritise developments taking into account efficiency and cost effectiveness. The most inexpensive, efficient and cost effective developments should be given priority within the following general framework:
  1. Maintain and upgrade existing facilities
  2. Expand existing on-street facilities
  3. Develop new on-street facilities
  4. Expand existing off-street facilities
  5. Develop new off-street facilities
- Proposals should be prioritised within each category above based on potential to increase passenger transport patronage overall.

The development of new commuter parking should only be considered if all existing facilities within or adjacent to the proposed catchment area comply with the *Commuter Parking Standards*.

(h) Secure land and develop partnerships to promote the efficient and effective operation of the passenger transport network.

Land tenure should be secured for all commuter parking facilities to protect regional investments in commuter parking. Opportunities should also be investigated to secure long term land tenure of any land adjacent to current and future railway stations, bus stops and transport interchanges to be used for future commuter parking facilities or any other development that would support the efficient and effective operation of the passenger transport network.

Opportunities for partnerships with contributions from local authorities and other infrastructure owners should be promoted to

achieve outcomes such as improved land use and transport integration, implementation of growth strategies that benefit all communities.

Existing facilities should not be upgraded or expanded without first having secured ownership or long-term lease, except in the case of safety and security improvements and regular maintenance<sup>1</sup>.

The development of commuter parking facilities has an opportunity cost in respect to alternative uses of the land. In some instances, especially in areas of high land value (which is a reflect of the economic value of the land) it may be more effective and efficient to develop the land for business or residential activities (especially high density) which could generate more passenger transport trips than developing it as a commuter parking facility. Such alternative developments are often termed transit oriented development and would be considered prior to the use of that land for a commuter parking facilities.

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<sup>1</sup> Greater Wellington cannot lease or own facilities located on road reserve in such instances the formal agreements must be made with the relevant local authority.