

Park and Ride in Auckland



What is park and ride?

Park and ride is a premium service offered by AT to help connect people in outer parts of Auckland to the Rapid Transit Network (RTN), where there are no other easy transport options for many of the users.

In its simplest form, people park their private vehicle and then take public transport to their final destination.

The intent of park and ride is to extend access to the public transport network by capturing car trips nearer to their origin, facilitating mode shift to help ease congestion and reduce emissions.

They should be located such that the majority of the trip by most users is the public transport segment of the trip.

There are three distinct stages of a park and ride. These stages are related to the transport and land use at and around the RTN station. As a site evolves the needs change and AT's approach to the site will change.

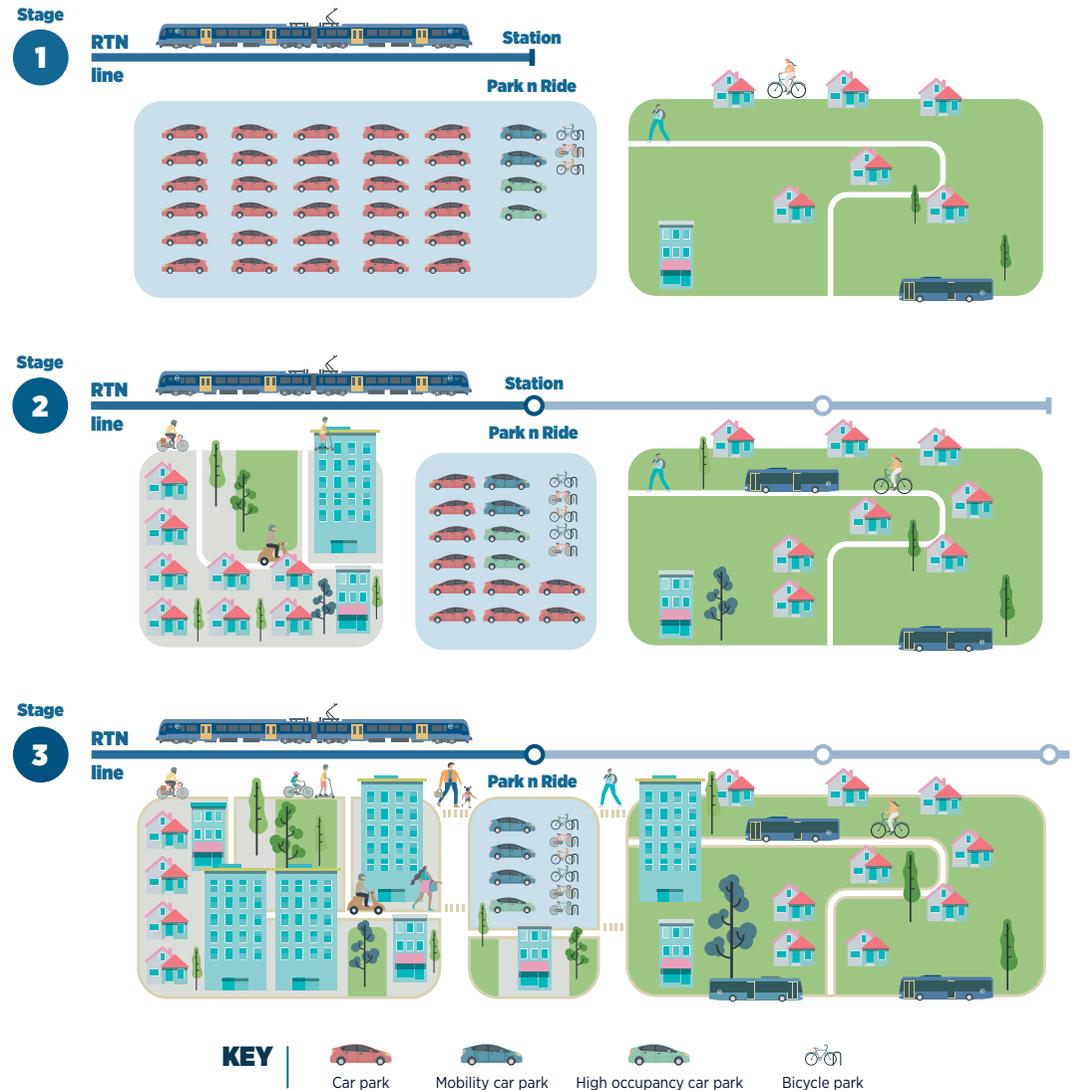
Life cycle of a Park and Ride

Stage 1 depicts the emergence of a park and ride site, in an area that is not yet well-served by public transport. Feeder bus services are few and not very frequent. Land use and development is in its initial stages or is low density.

This is the case for most of the park and rides on the outer edges of the region.

Stage 2 depicts areas that have more and varied surrounding land use, which supports better public transport connections, with more frequent feeder bus services. Park and ride provides additional choice to users but car parking space should be allocated to reflect and encourage more access by other more sustainable travel modes.

Stage 3 depicts sites that have more mature and intensive surrounding land uses and the public transport system is more comprehensive. The public transport interchange supports reduction of carparking and transit oriented redevelopment.



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Auckland's park and ride network has evolved as the rapid transit network has developed. Auckland has thirty park and ride sites, with over 6,000 park and ride car parking spaces available, with almost all having bicycle parking.

Park and ride is well utilised where provided. The sites favour a peak time commuter market – with surveyed sites almost all filled up by around 7:30am on weekdays and are used for around 8 hours. Each site, regardless of location, has similar trends in terms of arrival time, departure time and duration of stay. For almost all sites, park and ride customers represent a minority segment of the passengers accessing each station.

The catchment areas for sites is generally within a 5km radius.



There are issues and opportunities for park and ride

We have looked in detail at the park and ride system and network to identify the issues and opportunities.

Park and rides need to be run as a premium service, consistent with their strategic role. At present, park and rides can be used with little oversight. People can park there for free, for an unlimited amount of time, for any reason, and this doesn't align to their purpose and level of investment. This means that we have no understanding of their true value and it makes investment decisions difficult.

Some park and rides are no longer justifiable. The strategic role of park and rides is to extend the RTN to people who do not have other access options to reach the RTN, and there are a number of park and ride sites across the region which do not perform this function. Their continued operation and investment reduces the opportunity for investment elsewhere and raises questions about equity.

Park and rides – and by extension RTN stations – need to have ever-diversifying access options. If we want to encourage people to access the RTN via modes other than private motor vehicle we need to provide infrastructure to support this. This means more cycle and micro-mobility (CAM) parking, more connecting bus services, more/better options for walking from nearby, car share/rideshare space and kiss and ride (drop off) areas.

Park and rides are not being run in the same way as other off-street parking facilities. We need to provide more customer information to users, operate sites in a manner that reflects their value, consistently collect data on their use, and operate them as more dynamic locations. We also need to manage surrounding parking, given its proximity. This will be particularly important as sites evolve through the different stages of park and ride, to change the offering available to match the stage.



How we propose to change park and rides to deal with the issues and respond to opportunities

In line with the park and ride policies set out in the *Parking Strategy* and *Regional Public Transport Plan*, AT plans to make changes to the park and ride system. These changes will see park and rides offer a seamless and easy journey, focussed on customer needs. It will include:

More diverse access options	In order to reduce pressure on park and rides we will increase the amount of cycle and micro-mobility (CAM) parking, ensure kiss and ride (drop off) zones and potentially high occupancy vehicle bays are provided. We will continue to focus on significant investment in connecting bus services
Charge for misuse	Aucklanders tell us they don't want people to park and not ride. This is not what park and rides are for, and impacts the ability of people who need to use them to find spaces. AT will seek to implement an access system which charges those who park and don't ride, to reinforce their role.
Electronic integration and booking	Aucklanders tell us they want to be able to use park and rides later in the day, so AT will investigate implementing a booking system (at a charge) for those who want a guaranteed spot for when they want to travel. Most spaces will remain free and 'first come, first served'
Better customer information	Alerting customers before they leave their home to how many spaces are available in the park and ride and providing park and rides as journey options to enable informed journey planning
Performance monitored and managed	We will monitor facilities to see how they are being used, when they are being used and build a rich dataset to assist with operational and future investment decisions
Site divestment / redevelopment	Where sites are no longer justified/aligned with the strategic intent of park and rides we will look to redevelop or sell the sites to enable better use of land close to the RTN, in a manner consistent with the policies of the <i>Auckland Parking Strategy</i> .
New park and ride development	Where new urban areas are developed, we will create new park and ride sites where justified, to assist with the utilisation of the RTN

Work is underway to develop a detailed plan to deliver these changes, looking at site management and operation, technology solutions and innovation, customer-centric design and future trends and land use/transport changes. We will provide more information as it becomes available and as work progresses.