

PARKING REFORM TO DECARBONISE TRANSPORT

TG Conference 2021

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BETTER TRANSPORT • BETTER PLACES • BETTER CHOICES



CONTEXT

Keeping Cities Moving

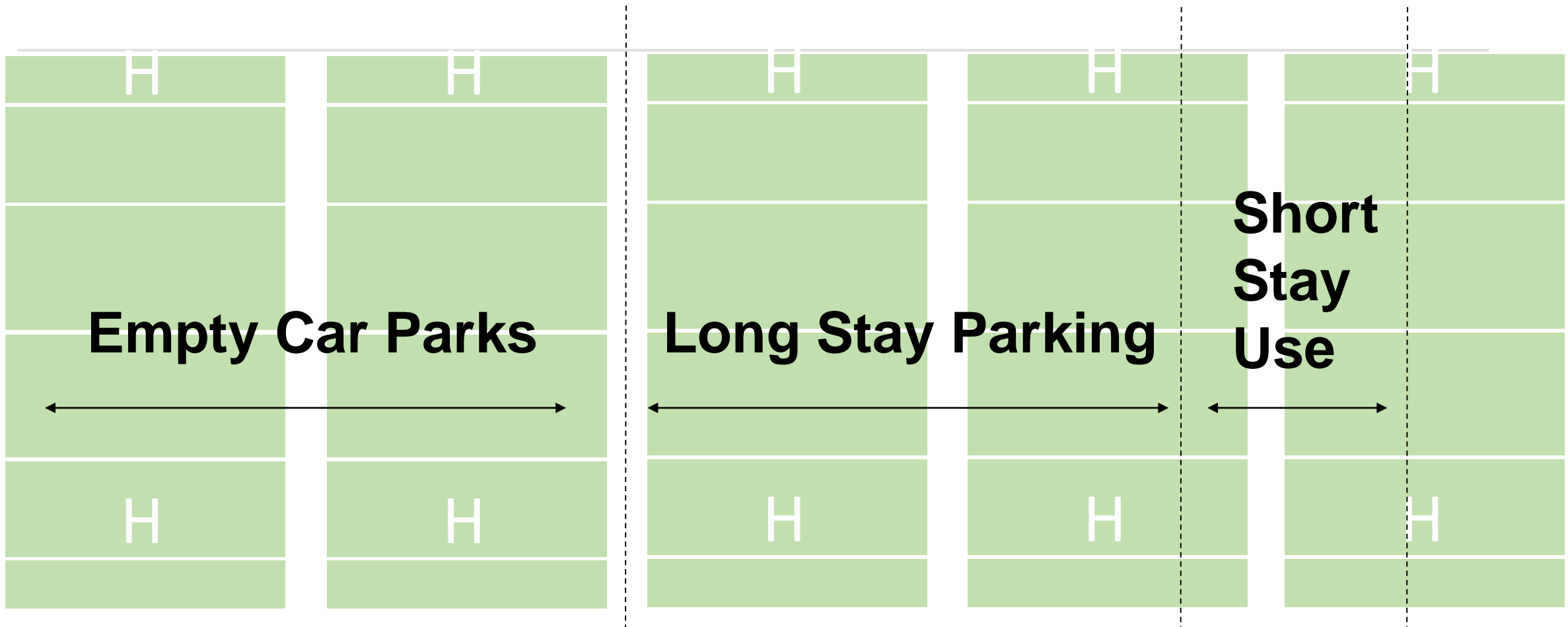
Increasing the proportion of journeys taken by shared and active modes requires tackling the causes of New Zealand's current car dependency:

- Cities that are structured in a way that prioritises travel by car*
- A lack of good shared and active travel choices due to historic under-investment*
- Incentives that encourage people to continue to travel by car*





PUBLIC LAND USED FOR PARKING IN PANMURE



700 empty car parks

590 long stay car parks

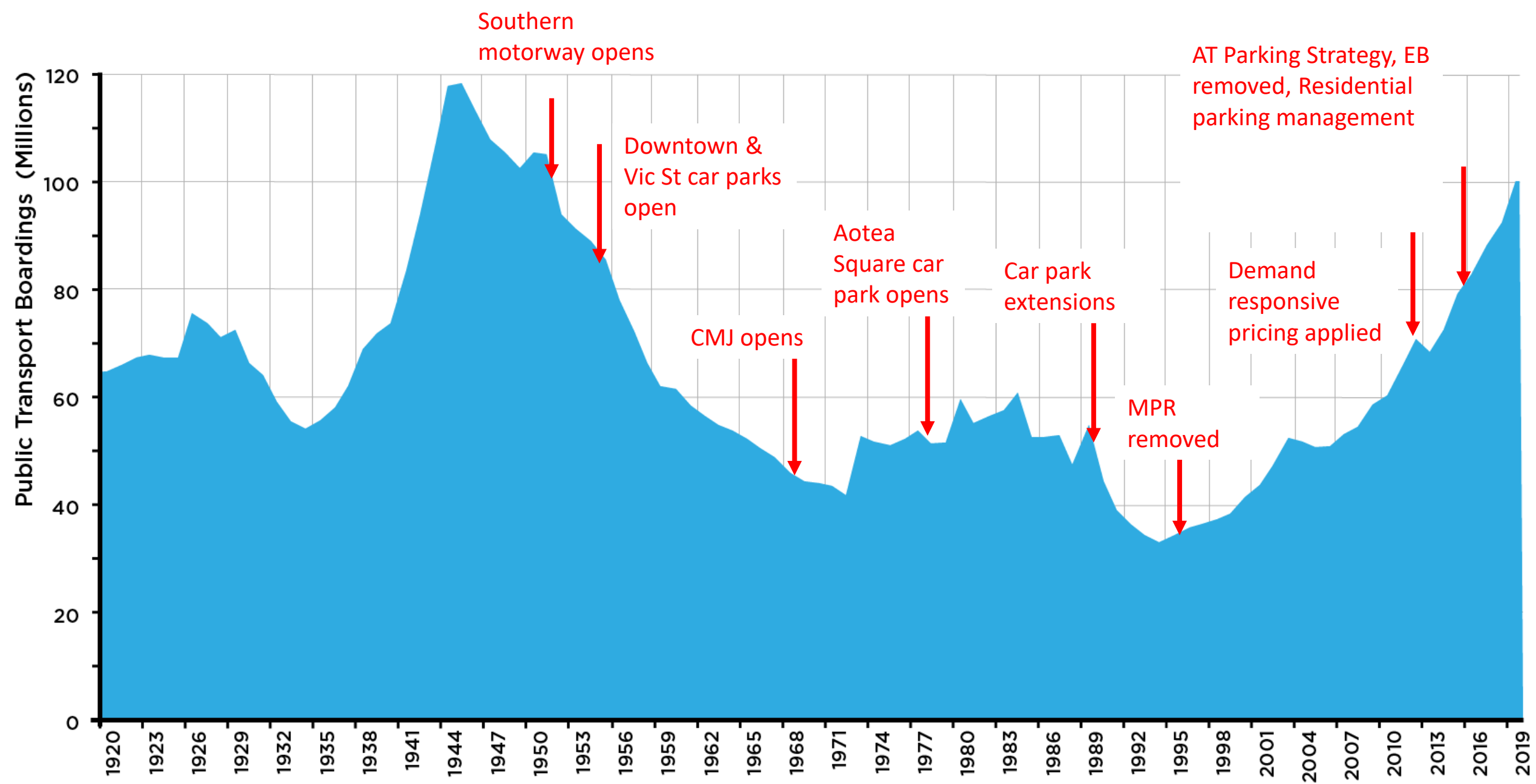
350 short stay car parks

PARKING IS PART OF A SYSTEM

Most cities have strategies to:

- Mode shift to PT and active modes
- Reduce emissions
- Create walkable, vibrant centres
- Reduce congestion





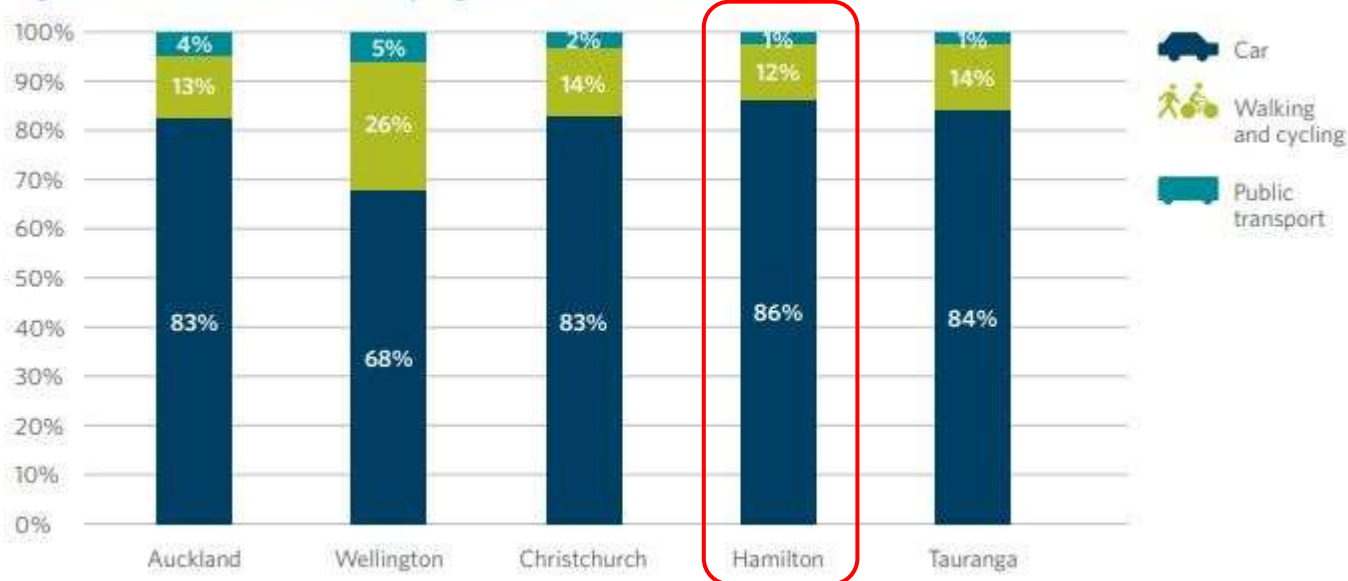
Source: Greater Auckland

HAMILTON

- 2018 only 3.4% of people used public transport to get to work

- Over 80% of Hamilton's off-street parking is dedicated to long-stay
- Parking is free for first 2 hours on the street

Figure 2 - Mode share of total trip legs in New Zealand (2014-18)



SOURCE: New Zealand Household Travel Survey data (2014-2018)



CITIES REMOVING PARKING





MINIMUM PARKING REQUIREMENTS
APARTMENTS / TRANSPORT CHOICE

WORKPLACE PARKING

- Parking levy
- FBT on parking
- PT instead of parking



SUMMARY

- Parking is part of an integrated transport system and can't be ignored if you want to decarbonise transport and achieve mode shift
- Parking reform changes in the NPS-UD are good for cities but will require councils to have parking management policies in place.
- Workplace travel incentives need reviewing



If drivers paid the **full cost of their parking**, it would seem too **expensive**, so we ask someone else to pay for it. But a city where everyone happily pays for everyone else's **free parking** is a **fool's paradise**.