



23 March 2018

ENZ Transportation Group – Annual
Conference

Parking Policy in an Urbanising World

Linking Research to Practice

Outline

1. Background
2. Off-street parking policy
3. On-street parking management
4. Next steps





Source: Wikipedia





Source: lamsterdam





Source: Wikipedia





Source: Lonely Planet



Background

We live in an urbanising world. That means:

- Most cities and towns are growing
- Physical proximity is increasingly valuable
- Geographical constraints are binding
- Congestion is ever-present
- Technology is evolving

Research Question: What are the implications for parking policies?

Off-street Parking Policies

- Minimum parking requirements (“MPRs”) require new developments to supply off-street parking
- Research casts doubt on the effectiveness of MPRs (high costs and low benefits; poorly-targeted)
- Many cities and towns now removing (London, Buffalo, N.Y., and Hartford, C.T.) or reducing (Auckland) MPRs

Gives rise to new policy questions.



Source: Wikipedia

<http://www.vlc.com>





Source: Ockham apartments XXX



Off-street Parking Policies

Q. Where should we remove/reduce MPRs?

Benefits of removing/reducing MPRs highest where:

- *Land is expensive* (effects on land use)
- *Wages are high* (effects on productivity)
- *Traffic congestion* (effects on travel demands)

All of these conditions tend to co-exist.

Off-street Parking Policies

Q. What is the future of off-street parking policy?

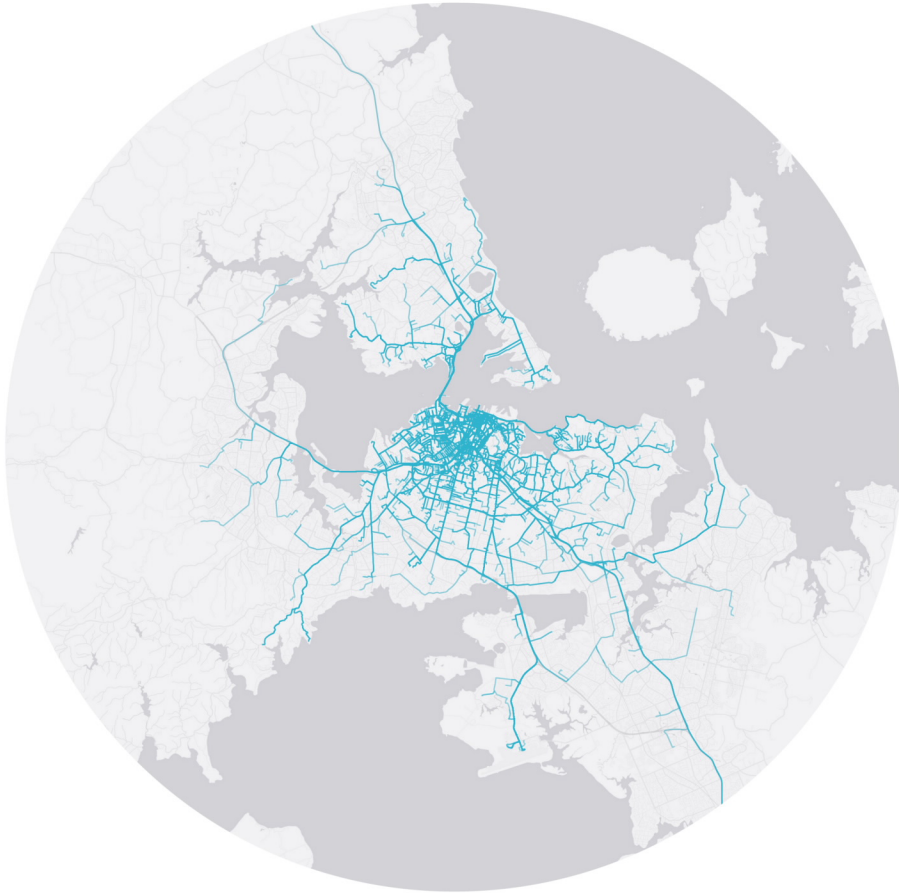
- Ongoing urbanisation, value of proximity, binding physical constraints, ever-present congestion?
- Emerging technologies, e.g. MaaS and AVs, will have major implications for parking policies.
- Such technologies will transform demand for off-street and on-street parking (less and more, respectively)

Amplify benefits of removing/reducing MPRs now.

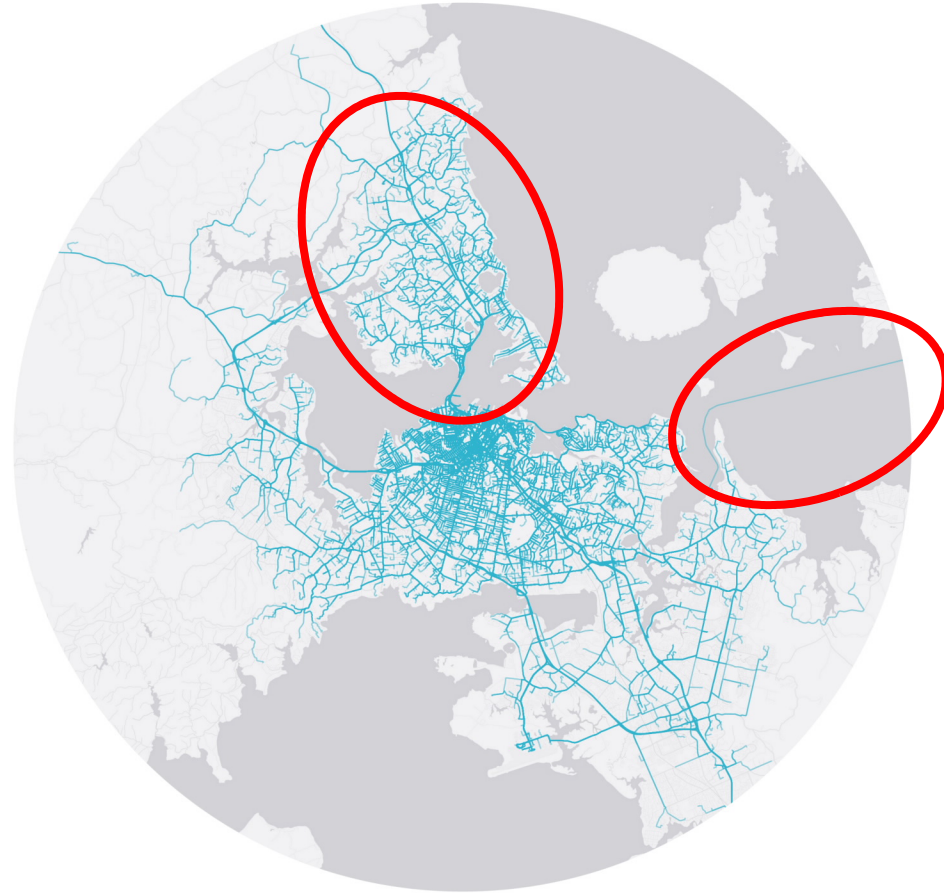
UBER TRIPS OVER TIME IN AUCKLAND

AUCKLAND, NEW ZEALAND

2014

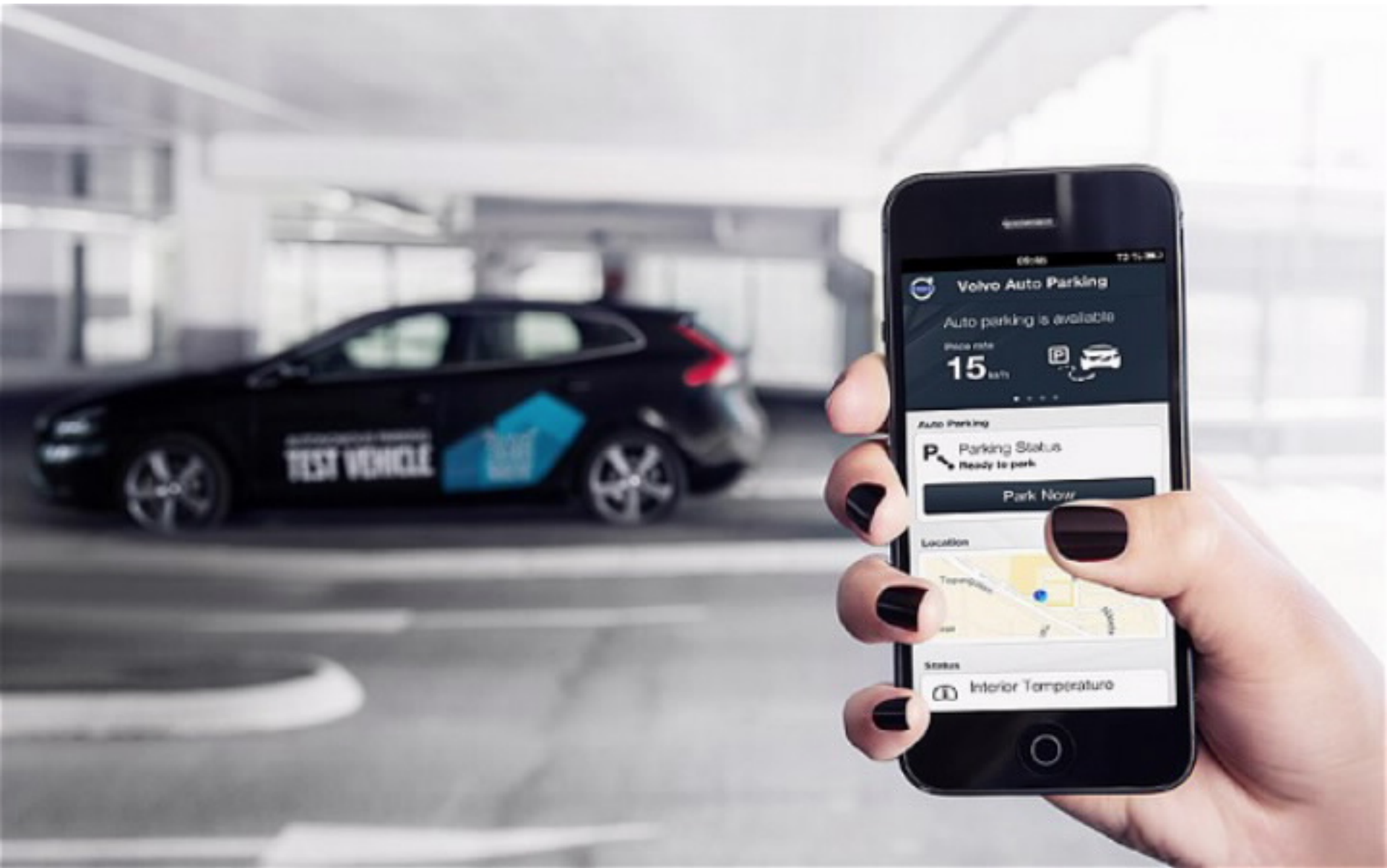


2015



Source: Uber





Source: The Daily Telegraph





Source: The Australian



Parking Management

Q. What does the removal/reduction of MPRs mean for parking management, especially on-street?

- Demand for on-street parking likely to increase due policy reforms and technologies like MaaS and AVs
- On-street parking management policies need to:
 - Ensure parking is *well-used* but not *saturated* →
 - People can find a *convenient* car-park when needed →
 - **Demand-responsive parking management policies**

Parking Management

Q. Why should policy makers care about on-street parking?

- Parking management is relevant because:
 - Search costs → more cruising → increased congestion
 - Poor information → market power → higher short-stay prices
- Economic objectives of on-street policies are to:
 - Minimise search and transaction costs for drivers; and
 - Maximise availability of information (price and location).
- Phones are ideal tool for tackling both problems.

Our parking management policies need to adapt to these wider changes.

On-street Parking Management

- AT Park: Centralised app to find and pay for public parking
- Launched last year; now accounts for +20% of all transactions
- Reduces financial costs to AT and more convenient to end-users
- By most measures AT Park is a great success
- **But:** No API for third-parties?



On-street Parking Management



- Amsterdam offers parking API to commercial third-parties (~12), who pass revenue onto municipality
- API means parking information is widely available, e.g. parking costs/directions available in Google Maps?

Summary and Next Steps

Summary: Parking policy reforms can make a major contribution to New Zealand's economic development.

Next steps:

- Complete research (another chapter on on-street pricing)
- Deliver draft research report to Transportation Group
- Finalise journal papers and book chapters
- Hopefully:
 - Help progress more parking policy reforms?
 - See you all at next year's TG conference?

Thank you and Questions?

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