

Summary of Auckland's Parking Strategy, and what it means for Ponsonby Business Association

What is it?

What is the Parking Strategy?

Auckland Transport and Auckland Council have agreed on strategic goals for Auckland's transport system, responding to significant local and central government legislation.

AT states, 'Key policy changes include a greater focus on encouraging a shift to more sustainable transport modes, the need to rapidly make major reductions in our transport emissions to support Auckland Council's target of reducing emissions by 50 percent by 2030, and the increased emphasis on creating a safer transport system.'

To deliver on the strategic transport goals, Auckland Transport have developed the draft Parking Strategy, which provides the *guiding principles and policies for the planning, supply, and management of on-street and AT-controlled off-street parking.*

As part of the strategic planning process, the city has been categorised into three Tiers, based on readiness for change. Ponsonby Road and the area either side, is identified as Tier 2 (an area of anticipated change in demand for the use of road space). The boundaries for the tiers can be viewed [here](#). This means a focus on *moving people and goods efficiently*. We're keen to understand *how this focus will accommodate the important role of place, and our customer's on-street experience.*

Because of the nature of the designation of the road, transport modes that will be given priority are public transport, walking and cycling. Funding is allocated in what is known as the RLTP. Before this is implemented, there will need to be a Comprehensive Parking Management Plan in place. Getting to this point requires a number of engagement and design steps. We can expand on this further in our working session.

We think it's important to be part of the conversation, so we need to focus on 'The How' of the Parking Strategy, and where we can add value to the process with the future of Ponsonby Road firmly in mind. PBA has a critical role to play in the integration of various Council policies on transport and land use.

While this consultation is focused on the strategy for parking in general, our feedback will shape the next steps, which is where we see PBA continuing to have an involvement.

Why should we be interested?

Where can we make a difference in the process?

Facts about Ponsonby Road precinct:

2/3 of our spend are customers from within our catchment

17 side streets free with parking.

At the top of a number of streets we have paid parking. (Pollen, Vermont and Mackelvie)

80 parking spaces in Ponsonby Central.

45 parking spaces in Redmond Street. (AT)

There is parking in Margaret Street

Parking spaces behind BNZ in Three Lamps.

All parking on Ponsonby Road is paid parking.

What questions should we be asking ourselves?

What questions is AT asking us?

What's next for Ponsonby Road?

Under what circumstances would we accept removal of some on-street private vehicle parking from Ponsonby Road itself? e.g. for more loading zones, dining spaces...what else? Where are customers coming from?

AT are asking some strategy and policy related questions [here](#).

We will work you to find out what is most relevant to PBA. For example there are policies on 'Park and Ride' which we don't see relevant to Ponsonby Road. We'd like to focus on your priorities.

This strategy maps out where we will have the opportunity to work with AT to develop detailed plans for Ponsonby Road in the future.

What we'd also like to introduce is the opportunity to work together to create a future vision for Ponsonby Road. This will happen in future sessions.