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Committee Passenger Transport Committee
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Five year summary of commuter carpark activity

1. Purpose

To provide the Committee with an update on recent development and use of Park 'n Ride carparks within the region.

2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

The provision of Park 'n Ride carparks at railway stations throughout the region is an integral component of the public transport infrastructure within the region. Provision of additional carparks at railway stations is an objective of the Regional Land Transport Strategy. These carparks make public transport a more attractive option for commuters, particularly given the hilly topography of much of the region.

Currently there are 58 separate Park 'n Ride commuter carparks on the local rail network. Details are provided in **Attachment 1** to this report.

4. Recent developments

Over the last five years, Greater Wellington has doubled its Park 'n Ride parking spaces from just over 2000 in 2001/2 to 4069 at present.

Apart from increasing the number of spaces, recent improvements have included the addition of camera surveillance at Takapu Road, Porirua Station, Paremata Station and Petone Station carparks in an attempt to reduce the incidents at these locations of car crime. Regular "guard tours" by a security firm have also been implemented at 20 of our carpark sites to also improve

security for users and their cars. Twice a year police statistics are checked to assess the impact of these measures and since their inception three years ago, the incidents of crime have been steadily reducing.

Apart from cameras and patrols, new street lighting has also been added to 13 of our sites.

The current situation with regard to petrol prices is putting a lot of pressure on our park 'n ride sites. Illegal parking, often resulting in people legally parked being unable to leave, is much more common than before. To combat this we have had yellow hatching and no parking stencils painted on the areas most commonly used by illegal parkers and if anyone persists they are towed away. Our security guards also report any breaches to us during their daily rounds. At Porirua carpark the pressure of numbers means commuters are now parking all over the grass area by the carpark entrance (currently not an obstruction) and also all the way down the southern end on transit land, turning an official 300 space carpark into an unofficial 700 plus spaces (720 cars parked on site, 04/05/06).

Currently we have just extended Solway in the Wairarapa and are in the process of adding 20 spaces to Waikanae.

5. Future proposals

Next year it is proposed to provide a new facility at Petone (east side), Plimmerton (the Domain) and add new spaces at Paraparaumu and Taita. Security cameras are also being considered for two of the six carpark areas at Waterloo interchange and two extra cameras to be added to our existing system at Porirua.

6. Land ownership

Many of Greater Wellington's Park 'n Ride carparks were developed during a period when regional councils were prohibited by legislation from owning transport infrastructure. Many carparks were funded by Greater Wellington but are not owned by them. Ownership is held by local territorial authorities, Ontrack and Toll Holdings Limited. Officers are currently working with the Council's property consultant to rationalise and secure ownership rights.

7. Conclusion

Provision of Park 'n Ride carparks should be viewed as a success story for Greater Wellington, with a very high uptake in usage. Additions and enhancements often go unseen in a broader context, but attract new users over a very short time span.

Future development needs to be planned in line with capacity enhancements on the commuter rail network.

8. Communication

The success of the Park 'n Ride carparks should be communicated to the public. However, this would need to be done in a manner that was sensitive to current demand and capacity on the rail network.

9. Recommendations

That the Committee:

1. *Note the recent developments in the Park 'n Ride infrastructure provided by Greater Wellington and the role of this infrastructure in enhancing public transport usage in the region.*

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Attachment 1: Park 'n Ride infrastructure