

Public Transport Park and Ride Strategy

Engineering New Zealand Transportation Conference – Wellington 5 March 2019

Andrew Macbeth



Petone Station, Wellington, and its park and ride facilities

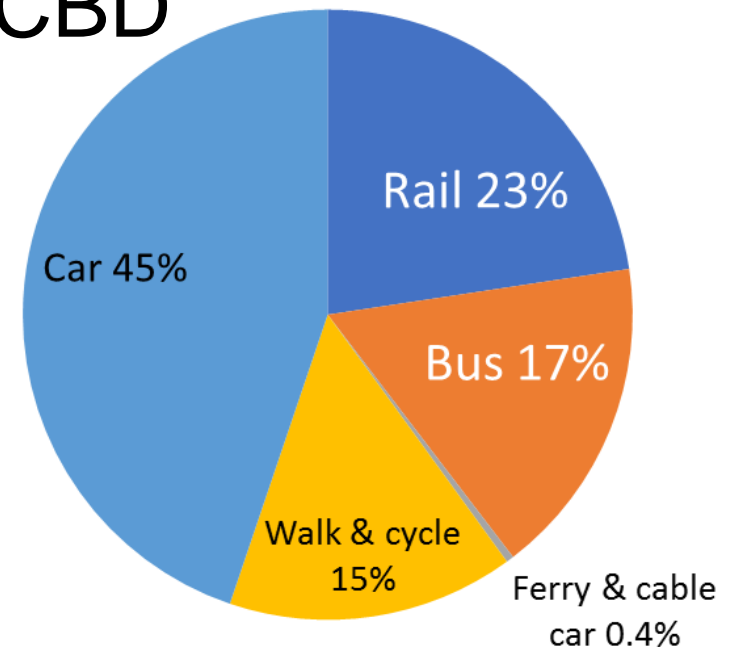
Outline

- Background and methodology
- Data collection and analysis
- Investment prioritisation framework – IPF
- Summary and policy issues

Public transport in Wellington

- 38 million journeys per year or 75 per resident (twice Auckland)
- 2/3 of patronage is on bus and 1/3 on rail
- Most people arriving in CBD in morning peak use sustainable transport

- 2018 cordon count
- 75,100 people entered CBD



Methodology for project

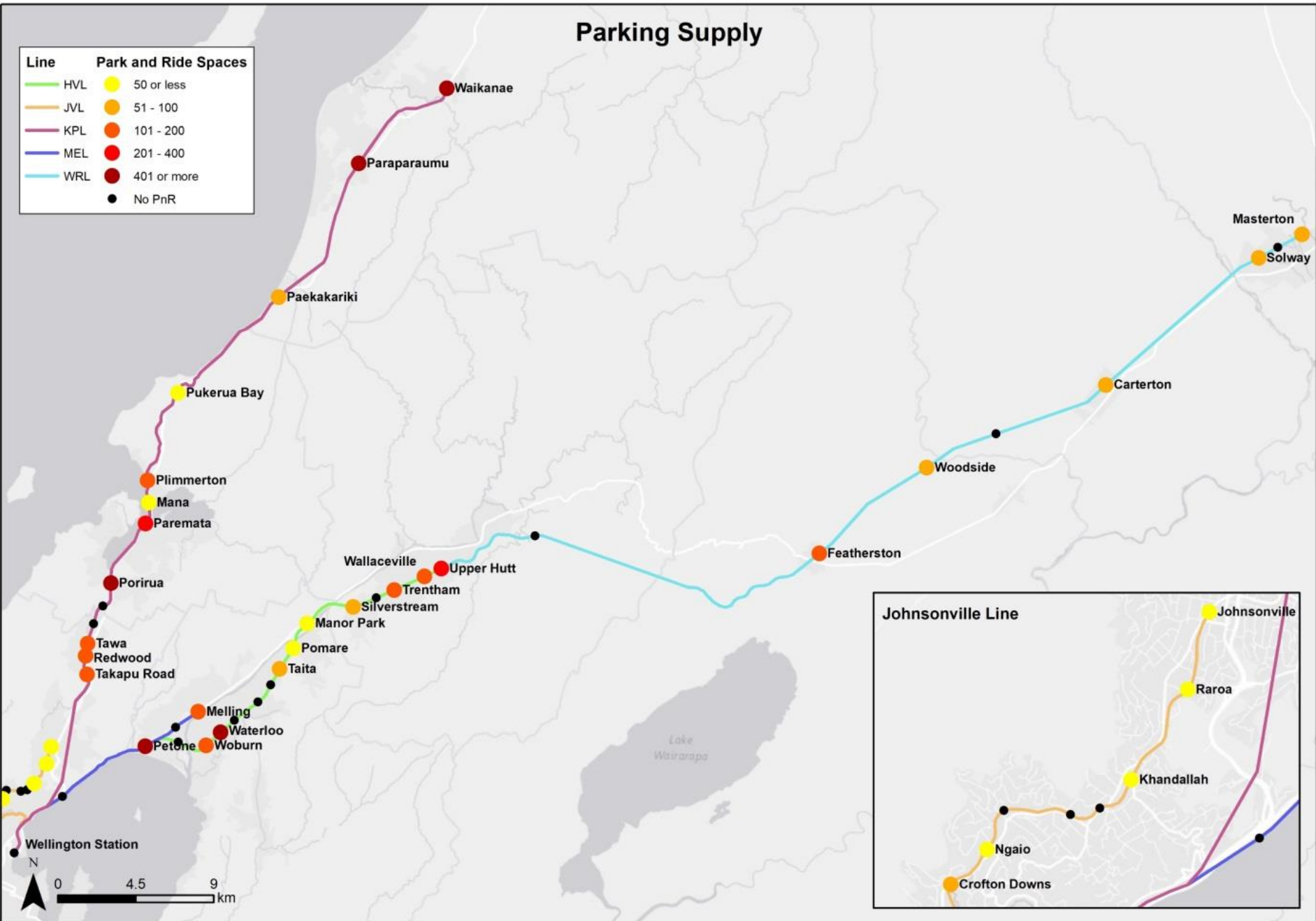
- Consultants engaged to do literature review and bring international expertise
 - Auckland, Brisbane, Perth, Ottawa, Calgary
 - Four detailed technical notes on why, when, where and how PnR should be provided
- GWRC
 - Surveyed PnR car park occupancy
 - Analysed customer station access modes
 - Analysed demographic and Census data

Park and ride background

- Nearly 6000 PnR spaces at 33 of 48 train stations in Wellington
- Average facility has about 180 spaces; largest is Porirua with over 800 spaces
- Parking is “free”

Parking Supply

| Line | Park and Ride Spaces |
|------|----------------------|
| HVL | 50 or less |
| JVL | 51 - 100 |
| KPL | 101 - 200 |
| MEL | 201 - 400 |
| WRL | 401 or more |
| | ● No PnR |



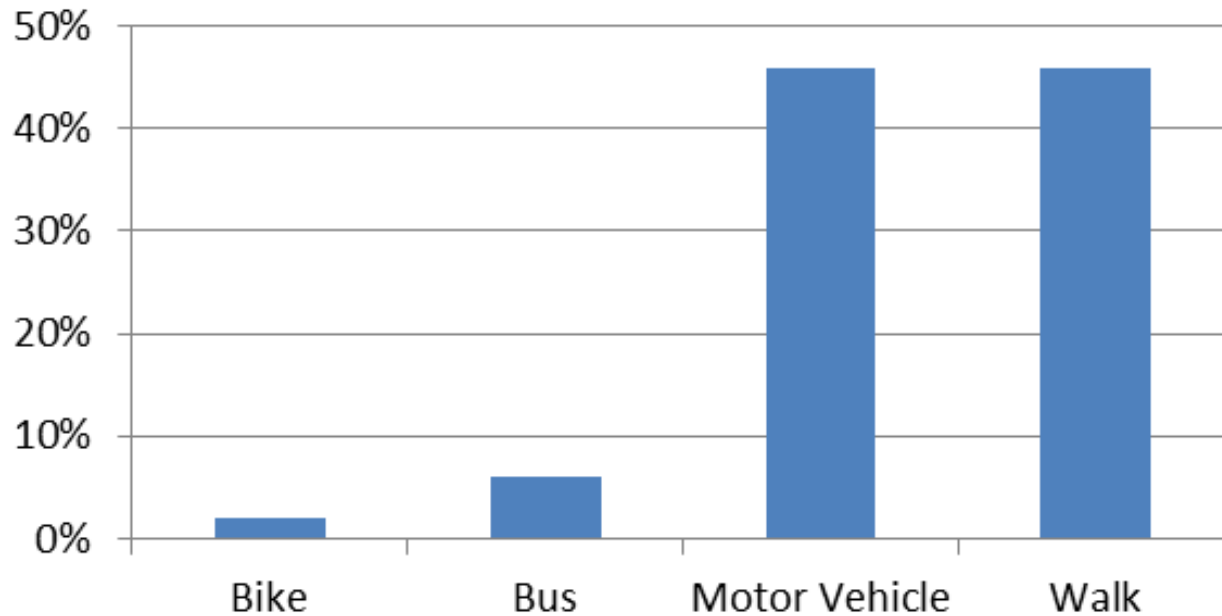
Parking occupancy surveys

- Used CCTV footage – efficient
- 85% occupancy considered practically full – recommend 95% in future
- Half of PnR stations full by 7:30 am



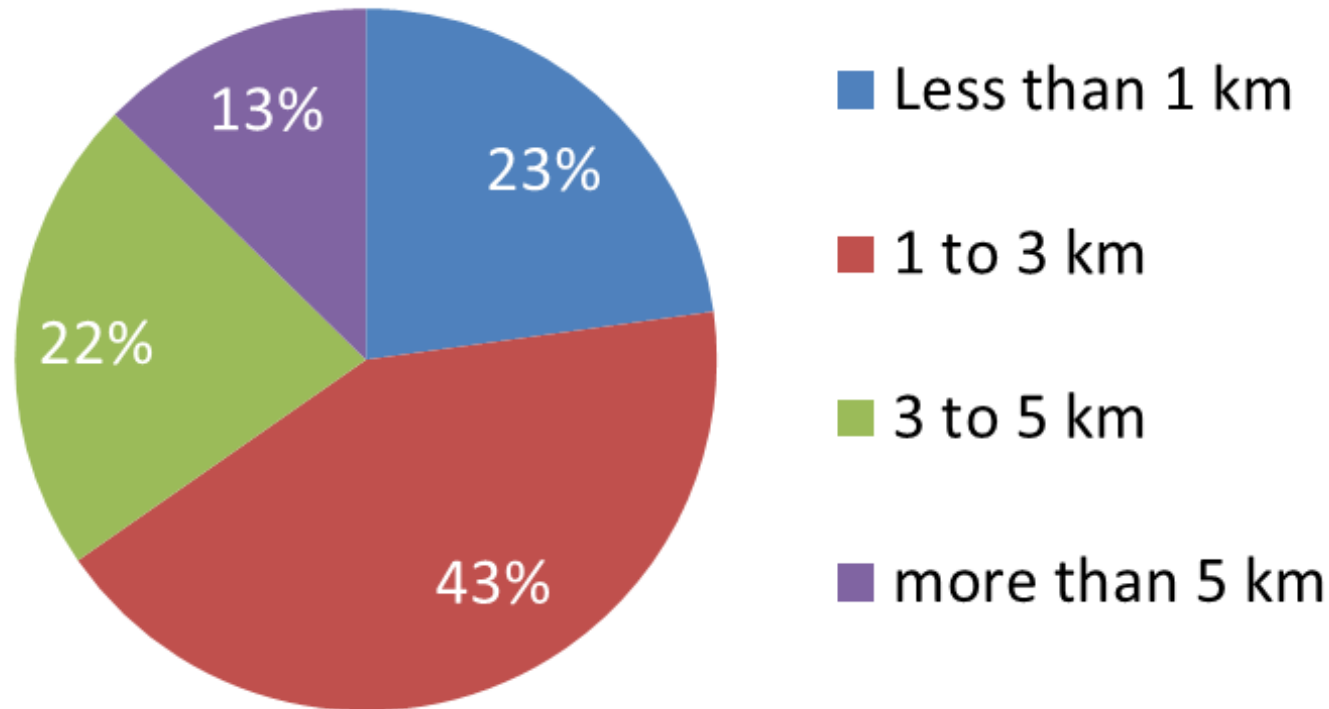
Rail customer survey Jun 2017

- 46% of morning peak rail customers travel by car from home to station
- Same proportion walk



Living distance to station

- 2/3 of PnR users live within walking and cycling distance (3 km) of station



- 1 km travel distance approximated by 700 m “crow flies” distance
- Sample size = 741 passengers accessing trains in morning peak

Station access mode changes

- Driving to rail stations has increased from 19% to 53% in 21 years



Investment Prioritisation Framework (IPF)

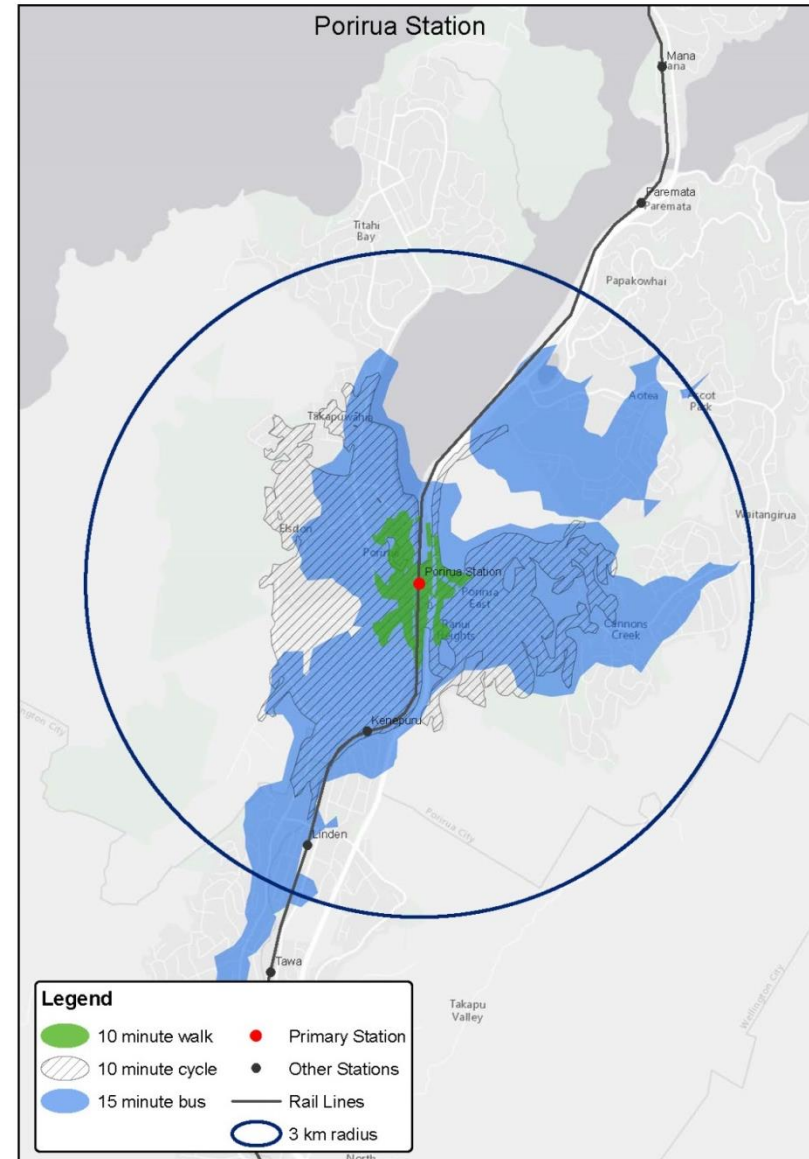
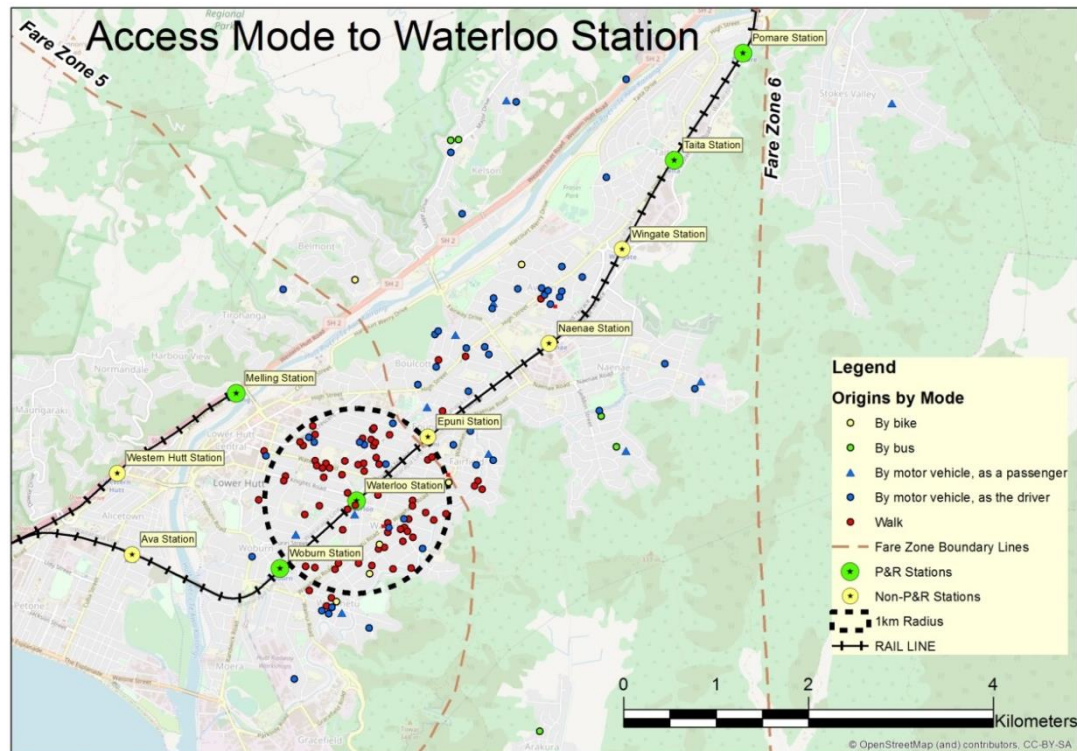
- Multi-criteria analysis to help rank stations for PnR feasibility and desirability
- Park and ride investment should prioritise locations that:
 - Expand access to the rapid public transport network (weighted 40%)
 - Intercept car commuters as early as possible in advance of congested bottlenecks (30%)
 - Represent an efficient transport investment (20%)
 - Respond to community needs (10%)

IPF and strategy for stations

| Station | Line | Zone | PnR Spaces | IPF Band | Local context | Short term approach | Medium term approach | Long term approach |
|--------------|------|------|------------|----------|---|---------------------|------------------------------------|----------------------------------|
| Wellington | All | 1 | 0 | 5 | Main hub; destination for AM peak trips; mobility hub potential | NA | No future PnR | No future PnR |
| Ngauranga | Hutt | 1 | 0 | 3 | Has small Kiss and Ride facility | NA | No future PnR | No future PnR |
| Petone | Hutt | 4 | 448 | 1 | Minor expansion committed via NZTA cycleway land swap; intensification area | Enforce and expand | Pricing trial | Price, expand, or convert to TOD |
| Western Hutt | Hutt | 4 | 0 | 4 | Limited scope for expansion | NA | No future PnR | No future PnR |
| Melling | Hutt | 4 | 187 | 1 | Riverlink project - station and PnR relocation needed | Enforce | Price or expand capacity as needed | Price, expand, or convert to TOD |
| Ava | Hutt | 4 | 0 | 4 | Limited scope for expansion | NA | No future PnR | No future PnR |
| Woburn | Hutt | 4 | 159 | 1 | Limited scope for expansion | Enforce | Price as needed | Price, expand, or convert to TOD |
| Waterloo | Hutt | 4 | 628 | 2 | 184 committed new spaces; mobility hub and TOD potential | Enforce and expand | Pricing trial | Price, expand, or convert to TOD |

Station access plans

- Will look at options for accessing each station
- Include walk, cycle, bus, PnR
- Be data and customer-driven



Summary and policy issues (1)

- Driving to stations and PnR supply have increased rapidly over last 20 years
- PnR facilities can become future TODs
- Two thirds of PnR users travel less than 3 km from home to station
- While half of rail users now use PnR, 80% of all PT customers don't use PnR

Summary and policy issues (2)

- Charging for parking would reduce demand
- Opportunity to charge PnR users will come with integrated fares and ticketing
- GWRC should promote walking, cycling and local buses via “station access plans”
- More info in paper, including link to consultant reports
- Andrew.Macbeth@gw.govt.nz