

TOPIC: Preferential Parking Trial



TO: Infrastructure & Environment Committee

ON: 10 August 2010

AUTHOR: Northern Busway Station - Team Leader

Summary:

At the NSCC, ARTA, NZTA liaison meeting, held on 24 March 2010 it was requested that Council consider and prepare a recommended methodology for a trial of preferential parking for high occupancy vehicle (HOVs) at the Albany Busway Station and the Devonport ferry wharf. The offer of preferential parking is intended as an incentive for commuters to find a passenger for their car, or to become a passenger in another car by travelling with someone else. This will have the effect of achieving a higher level of passenger patronage on the related public transport service, yet without increasing parking spaces or inducing additional traffic movements in the area.

A trial of preferential parking at these two sites can be carried out, with appropriate education and marketing, signage, and finally enforcement. The recommended trial would allow the number of spaces reserved for HOVs to be increased or decreased depending on demand and uptake.

The key factors in the trials include the limited supply of park and ride spaces at these locations, research indicating HOVs could form in these areas, and access to regular high quality passenger transport.

Officer's Recommendations:

1. That the report be received.
2. That a 12 month trial of preferential parking for high occupancy vehicles be undertaken at the Albany Busway Station. The area proposed for this trial is shown in Attachment 1.
3. That pursuant to 519A, 684(1)(13) and 684AA of the Local Government Act 1974, section 72(k) of the Transport Act 1962 and clause 6.4.1 of the North Shore City Bylaw 2000 the Council resolves that parking at the following parking place is limited during the period Monday to Friday, between the hours of 12am to 9am, only to vehicles with 2 or more occupants (when the vehicle is parking)
 - Albany park and ride area starting from a point 36 metres west of the prolongation of the northern kerbline and the Northern Motorway reserve boundary and extending in a western direction for a distance of 123 metres. (47 parking spaces)
 - Albany park and ride area starting from a point 40 metres west of the prolongation of the southern kerbline and the Northern Motorway reserve boundary and extending in a western direction for a distance of 53 metres. (21 parking spaces) Excluding the portion of disabled parking spaces for a distance of 36 metres and then again extending in a further western direction for a distance of 45 metres including 18 parking spaces

The restriction specified above commences 1st October 2010 for a period of 12 months

4. That a 12 month trial of preferential parking for high occupancy vehicles be undertaken at the Devonport ferry wharf (Queens Parade). The area proposed for this trial is shown in Attachment 2.

5. That pursuant to 519A, 684(1)(13) and 684AA of the Local Government Act 1974, section 72(k) of the Transport Act 1962 and clause 6.3.1 (d) of the North Shore City Bylaw 2000 the Council resolves that parking at the following parking place is limited during the period Monday to Friday, between the hours of 12am to 9am, only to vehicles with 2 or more occupants (when the vehicle is parking)
- Queens Parade Parking area starting from a point 17 metres south of the southern and 9 metres west of the prolongation of the western boundary of 2 Wynyard Street and extending in a southern direction for a distance of 36 metres (14 parking spaces)
 - Queens Parade Parking area starting from a point 17 metres south and 9 metres east of the prolongation of the south western corner boundary of 2 Wynyard Street and extending in a southern direction for a distance of 36 metres (14 parking spaces)

The restriction specified above commences 1st October 2010 for a period of 12 months

Links to, and Consistency with:

Policy	Description of link and the consistency or inconsistency	Reference
(a) City Blueprint:	Consistent with City Blueprint	
(b) City Plan:	Consistent with City Plan	
© Annual Plan:	Consistent with Annual Plan	
(d) District Plan:	Consistent with District Plan	
(e) Other council strategies/plans:	Consistent	
(f) Council Policy Manual:	Consistent	

Significance	High	Medium	Low
(a) Impact [implication × how many people affected]			x
(b) History of public interest		x	
© Impact on the council budget or capacity			x
(d) Can the decision, policy or proposal be reversed?	Yes – a trial only is proposed		
(e) Describe any alteration of service levels of any council significant activity	None		
(f) Describe any impact on any council strategic assets	Improved use of Busway Station and Ferry Wharf		
(g) Does this decision involve changing the way in which a significant activity is delivered?	No		
(h) If this is a significant decision, how does it take account of the relationship of Māori to ancestral land, water, sites, waahi tapu, valued flora and fauna, and other taonga?	N/A		

Community views		
(a)	What information does the council have on community views on this matter?	Public feedback consistently requests additional parking
(b)	What communication and/or consultation has been undertaken?	None – education program included

©	What consideration has been given to community views on this matter?	Feedback to ARTA, NZTA and NSCC has requested improvements
(d)	Further consultation is not required	

Auckland Transition Agency Requirements:

Tick Yes or No to each question			Yes	No
(a)	Does the decision being made -	<ul style="list-style-type: none"> significantly prejudice the reorganisation 		X
		<ul style="list-style-type: none"> significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation 		X
		<ul style="list-style-type: none"> have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation 		X
(b)	Does this decision impact meet any of the following criteria -	<p>For policy development</p> <ul style="list-style-type: none"> Adopting a policy required by the Local Government Act 2002 		X
		<ul style="list-style-type: none"> that is significantly inconsistent with, or is anticipated to have consequences that will be significantly inconsistent with, any policy or plan adopted by the existing local authority under the Local Government Act 2002 		X
		<p>Funding</p> <ul style="list-style-type: none"> to set a rate other than in accordance with its long-term council community plan 		X
		<ul style="list-style-type: none"> to borrow money for a period that extends beyond 30 June 2011 		X
		<p>Assets and contracts</p> <ul style="list-style-type: none"> to purchase or dispose of assets other than in accordance with its long-term council community plan 		X
		<ul style="list-style-type: none"> to enter into any contract (other than an employment agreement) — <ul style="list-style-type: none"> that imposes, or will continue to impose, any obligation on the existing local authority after 30 June 2011; and the consideration for which is, or is equivalent to, \$20,000 or more 		X
		<p>Council Controlled Organisations</p> <ul style="list-style-type: none"> to establish, or become a shareholder in, a council-controlled organisation 		X
		<ul style="list-style-type: none"> to adopt or amend a policy concerning the appointment or remuneration of directors of a council-controlled organisation 		X
		<ul style="list-style-type: none"> to appoint a person as a director of a council-controlled organisation 		X
		<ul style="list-style-type: none"> to agree to, or modify, the statement of intent of a council-controlled organisation 		X

Background:

Park and ride has become a popular means for the city's residents to gain access to bus and ferry services. At present all parking spaces are available for use by public transport users (Bus and Ferry) on a first-come first served basis.

It has been suggested that preferential parking will increase the passenger usage of the park and ride areas thereby improving parking efficiencies and hence increasing patronage on buses and ferries. It is likely that preferential parking will act as an incentive for the formation of HOVs

International Experience with Preferential Parking for HOV

The majority of international references to HOVs put them in the context where they were seen as a means of undertaking the whole journey as an alternative to or substitute for a bus or single occupant car trip. Therefore, the majority of references to preferential parking for HOVs focussed on municipal parking in a town centre or on travel planning for individual workplace sites.

There doesn't appear to be a great deal of international experience of specifically encouraging HOVs as a means of travelling to a park and ride facility. HOVs were generally seen as a means of undertaking the whole journey as an alternative to or substitute for a bus or car trip.

Only four instances of providing preferential parking for HOVs at park and ride facilities were found in a web search. These were all in North America, two in California; one in Florida and one in Canada. Each of these was at a fairly low scale and two were trial projects.



Figure 1. A sign for Preferential Parking from USA.

The majority of these trials required drivers to register either their vehicles or themselves and their passengers, and to display passes on their vehicles when parked in the preferential spaces. Further information on these initiatives has been sought and will be provided for the committee if available.

Trends in public transport passenger numbers

Patronage on the Northern Express bus service has grown steadily since it was introduced with the opening of the Albany and Constellation busway stations in 2005.

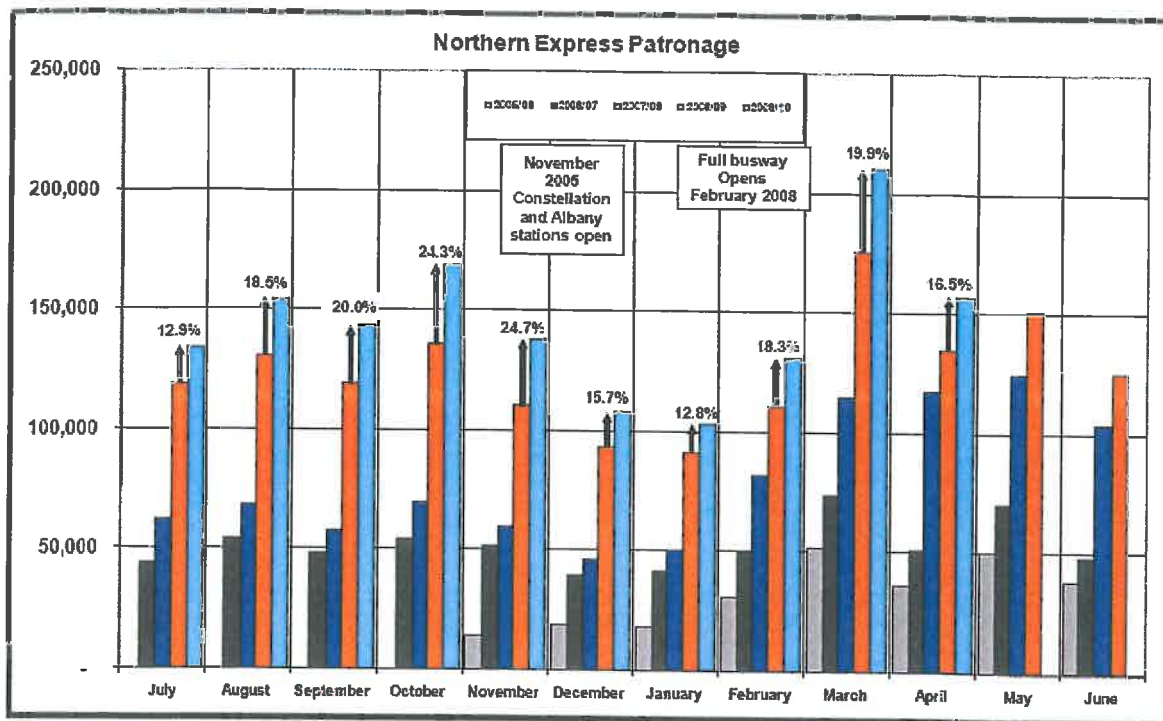


Figure 2. Northern Express patronage 2005 to 2010; source ARTA Monthly Business Report April 2010

In the first month of operation around 10,000 passengers travelled on the Northern Express, the highest monthly boarding's recorded to date was around 210,000 in March this year. Average monthly growth from July 2009 to April 2010 was just over 18% per month.

Despite seasonal variation in boarding numbers, the pattern of use of the Northern Express is one of continuing growth. In the ten months from July 2009, the average monthly growth was 18.4% with a high of 24.7% increase in November 2009. The Albany Station recorded increases in peak-time boarding and alighting of 61% between surveys in 2008 and 2009. Improving the efficiency of utilisation could support continued passenger growth.

Site Layout Considerations

Both Albany and Devonport's car parking areas provide viable opportunities for the dedication of some parking spaces that are clearly closer to the station/terminal than others.

Albany

There is a persistent demand from the public for expansion of the Albany park-ride facility, and Council is funding design work and consenting for an increase in the extent of the parking area in the current years. This will not directly affect this preferential parking scheme, and experience with the scheme will provide useful feedback into the eventual scale of the extended parking area.

At Albany the spaces provided for park and ride are sufficiently remote from workplaces in the area to minimise their use by all-day parking serving the nearby commercial areas, and the Busway Operators actively manage the rules requiring bus users only in the park and ride. The majority of use of the car parks is by users of the public transport facilities at the station.

Date	Capacity*	No. of T2	No. of T3
15-Jun	546	22	
16-Jun	546	25	
17-Jun	546	30	1
Average		25.7	1.0
Percent		4.6%	0.2%

* Excludes Total Mobility Parking

Figure 3 – Occupancy survey at Albany Busway Station

Arrivals at the Albany site were surveyed recently over three week-day mornings to confirm current vehicle occupancy rates using manual and video survey methods. The results are given in Figure 3 above. Of typically 550 arrivals at Albany an average of 26 vehicles or 5% were HOV2s and a single HOV3 gave 0.2%.

The Albany park-ride car park has been routinely surveyed, and data on its utility is charted below:

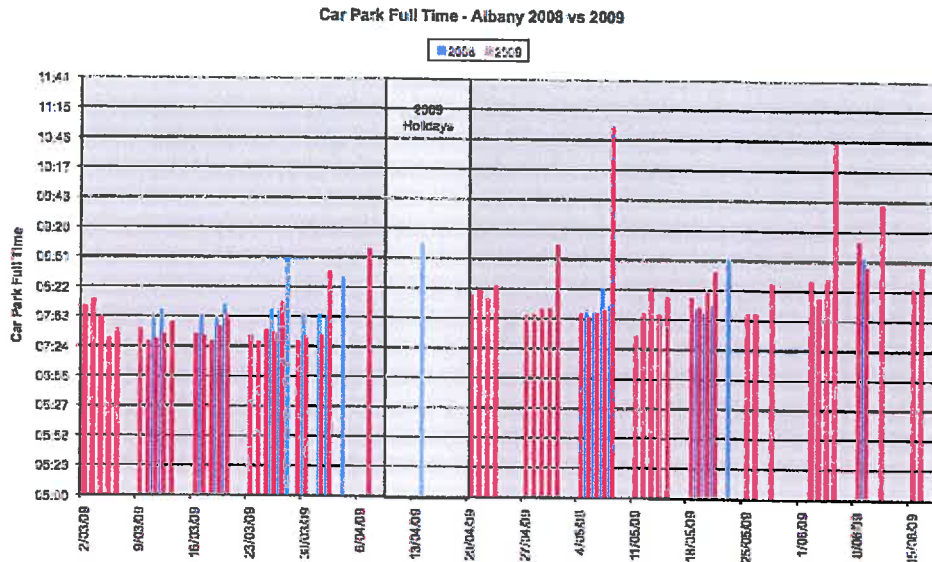


Figure 6: Average time of day for carpark to fill.

Figure 6 shows that the car park is generally near or at capacity by between 08:00 and 08:30 each morning.

Devonport

Current data on trends in passenger volumes at Devonport Ferry Terminal are not available, however car park utilisation surveys suggest that the demand for parking is persisting, possibly limited by the supply of spaces.

A number of staged rearrangements of public parking and access are being worked up in relation to the existing car park serving the ferry terminal. This does not conflict with the parking space needs of this proposed trial.

At Devonport the spaces are close to the commercial area, and a small but significant proportion of people in vehicles arriving at that 24-hour car park have been observed to walk into the adjacent commercial area, while the majority use the Ferry Terminal. The parks at Devonport are not restricted to ferry users only.

Date	Count	No. of T2	No. of T3
22-Jun	120	8	
23-Jun	107	12	2
24-Jun	119	5	2
Capacity	130*		
Average		8.3	2.0
Percent		6.9%	1.7%

* the carpark did not fill during the survey time.

Figure 4 – Occupancy survey at Devonport Ferry Terminal

Devonport's results (Figure 4) gave an average of about 7% HOV2s (8 vehicles) and 2% HOV3s (2 vehicles).

The 2007 Devonport Travel Survey gave data on passenger departure times from the ferry terminal.

Ferry Departure Time

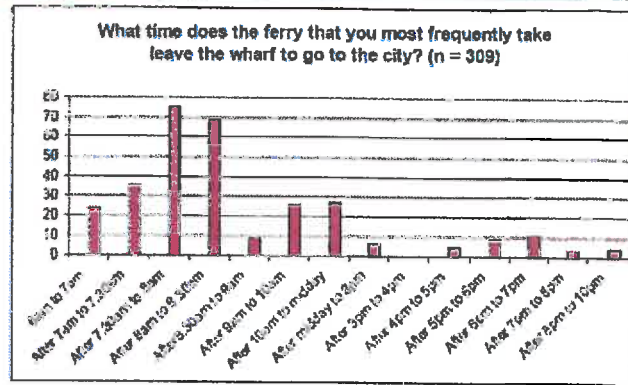


Figure 5: Ferry departure times – Devonport

The Devonport site draws the majority of parking demand by 08:30.

Core Hours for the Scheme Trial

For consistency it would be helpful if the scheme's hours of operation were uniform between sites and days of the week, and accordingly it appears that to capture the majority of arriving motorists the scheme could apply from midnight to 09:00 Monday to Friday – excluding public holidays. This is referred to as the Scheme Period.

The midnight start is to prevent use of the scheme's parking area by drivers catching early morning services and will not prevent other users from parking in other areas. After the scheme period the parking spaces within the scheme area become available for general use, as at present.

Duration of the Scheme

While the research suggests a willingness to participate in car-pooling, in reality the uptake of this potential swing to HOV may take some time to realise. As a result, it is recommended that the trial run for at least 12 months, to give time for the public to get used to the idea and to see that there is parking available on site if they were to travel with one or more people in their vehicle.

Thus the Scheme Duration should be at least 12 months.

Physical Works Required

The scheme entails defining the use allowed for selected parking spaces. This is identical to the situation applying to any parking restriction, and similar infrastructure is required to support driver understanding and enforcement. Special signage will be developed, however no unusual works are required. The work can be carried out by normal contractors involved in maintaining the Council's regulatory signs. Some attention to lighting may be required to ensure that signage is well illuminated.

Primarily the works required will comprise erecting signage defining the extent of the parking area involved with the scheme, in terms of the relevant bylaws passed by the Council, and the relevant Traffic Rules and the Traffic Control Devices Manual. It is important that this signage is well positioned and face-illuminated by external light sources to ensure ready recognition of the scheme area during hours of darkness.

For the duration of the scheme, the extent of parking spaces may be reinforced by the erection of temporary barriers either beside the entry carriageway (posts or bollards) or by temporary 'road hump'- type features across the entry to the scheme area. These elements will be implemented where it is considered that additional clarity is required to educate drivers about the new status of the parking spaces involved; these spaces being 'prime' spaces for most early-arriving drivers at present.

To respond to increasing demand by HOV users the scheme has to embody the flexibility to increase the number of spaces defined. This is to ensure that the scheme provides an encouraging over-supply of spaces.

Thus the works and furniture (signs, specific lighting and other temporary works) need to be able to be relocated with minimal effort for removal, restoration and installation.

Promotion and Education

As the council's Travel Behaviour Change team has work underway on travel planning for Devonport, it is recommended that the implementation of the trial be undertaken in collaboration with that team. A marketing and promotion plan would need to focus on the advantages to be gained from forming HOVs, in this case a preferential park for those who travel with two or more people in their car.

At the Albany Busway station there are no current Behaviour Change projects currently underway, so a specific promotion will need to target current users of the carpark as well as passengers who park and ride from the surrounding streets. This promotion would initially advise of the scheme and how to comply, as well as provide information on generic ride-share programmes.

The promotions plan could also include a means of bringing together people who are interested in car-pooling and making match ups of those who live close by.

This promotion can include reference to any ride-share pairing programmes (car pooling websites, for example) that may be operating over the scheme duration. This may include promotion of established web programmes such as the ARTAs car pooling website and Massey University's car pooling scheme which currently has over 1000 members. Other pairing schemes such as the iPhone's Avego utility may also be usefully referenced.

Changing behaviour of current users can be an involved process, requiring research and analysis of barriers and benefits. It is recognised that formation of carpools is not a preferred option for many people. Typically uptake of carpooling requires a number of the following items for the participants:

- similar origin and destination
- similar travel times
- being familiar with the other participant(s)
 - neighbour
 - family member
 - work colleague
 - friend
- having a backup plan
- an incentive to for carpool (parking, priority lane, guaranteed ride home etc)

Hence preferential parking will be an incentive, but is not likely to be sufficient without other factors. Any promotion will need to include a strategy to overcome the barriers.

Monitoring of the Scheme's Performance

Day to day monitoring of the scheme at Albany can be carried out by the same staff that monitor the utilisation of the existing car park. The location of the scheme's spaces closest to the terminal will facilitate routine recording of the utilisation of the scheme's parking at the end of each day's scheme period.

At Devonport there are not any permanent staff stationed to monitor the car park performance, and nor is there any supporting video surveillance which could be utilised to monitor the car park on a daily basis. The Council's parking enforcement staff do patrol the area on a schedule determined by other considerations, and it is possible that this staff could be tasked to record occupancy of the scheme's parking levels at the end of the scheme period on days they are tasked to be in the area. Provided this level of recording is not less than twice a week, this could be sufficient to provide an adequate profile of the scheme's performance at this site.

The Council's consultants are also tasked (currently for the first three months of the scheme duration) to carry out informal observations at each site over the trial period and to prepare a trial monitoring and outcomes report at the conclusion of the scheme duration.

Discussion

The Devonport travel surveys indicate that a high proportion of travellers are willing to consider participation in an HOV scheme. From this result, the present low HOV use at stations then reflects the response to a lack of incentives, which the HOV preferential parking trial will seek to address for travellers using these stations/terminals.

One of the issues to be resolved was whether to use HOV2s or HOV3s as a basis for the trial. While HOV3s were attractive from a policy perspective, it was concluded that targeting HOV2s would make a bigger impact. This choice was because there is a bigger pool of existing drivers (over 500 in the case of Albany) who might find a passenger or choose to ride with a friend or family member. With HOV3, a smaller number of existing HOV2 users need to find another person, or solo drivers need to find two others. Thus HOV2 has greater potential to reduce parking demand at the park and ride sites.

Trial Proposal

The trial is proposed for:

- Albany Busway Station (Attachment 1) and
- Devonport ferry wharf parking areas (Attachment 2)

Initial Number of Spaces to be reserved for the Trial

Recommending HOV2 as the target vehicle occupancy helps define the space needed to accommodate the trial. The appropriate number of reserved parks is the current maximum number of HOVs plus an allowance for any normal occurrence above that observed number, plus a further allowance for growth. Initially the trial should ensure a preferential parking supply that is about 25% higher than the observed daily demand to ensure that all users of the car park perceive the persistent presence of the incentive to move to higher vehicle occupancies. This parking supply will therefore need to be adjusted regularly to satisfy this requirement, utilising up to a maximum of say 50% of all available spaces. Beyond 50% a reappraisal of the impact of the incentive on overall travel should be carried out to ensure that the project is genuinely achieving its objectives. A fanciful but never the less desirable outcome would be that the entire car park was occupied by HOV.

A second consideration is parking supply and configuration. Setting aside a physical block of parking for HOVs would simplify signage, offering clarity to potential users. Marking an entire aisle has been discussed, but would lead to a significant over-supply of restricted parks. Hence having the ability to increase or decrease the number of spaces according to demand will allow for careful management of car park availability for both this preferential trial and for 'normal' parking.

Albany Station

The area outlined in Attachment 1 could be easily signposted at the pedestrian crossing build outs and at the eastern part of the aisle. This side contains 46 parks, giving 16 parks above the observed maximum. Growth above this allocation would be met by progressively moving into the western side of this isle potentially eventually utilising the 39 spaces on that side. This would give potentially 86 preferential spaces or 15% of total carpark capacity.

On day one of the trial we would propose to accommodate the 30 existing HOVs with space for another 10 – 40 spaces in total.

Devonport

The aisle layout at Devonport presents an opportunity for a less "lumpy" approach. A maximum of 12 HOV2s and two HOV3s were observed at Devonport, or 14 HOVs in total. The area marked in Attachment 2 covers 28 parks, sixteen more than indicated (25% of total capacity). The extent of the reserved parking could be marked by a demountable rubber hump across the car park, which could be easily moved towards Queens Parade by an increment of two or four parks as growth dictates.

On day one of the trial we would propose to accommodate the 14 existing HOVs with space for another 6 spaces in total.

Effects of Transition

This trial would span the transition from Council to Auckland Transport. To ensure continuity, this project will be included in the Passenger Transport position paper as part of the handover to the new organisations.

Enforcement Options

Regional Policy Issues

The Auckland Regional Land Transport Strategy 2010 –2040 and the Regional Parking Strategy 2009 provide the policy basis for the study. ARTA published a draft regional Park and Ride Strategy, but it has not been released in final form. The 2010 Regional Land Transport Strategy (RLTS) has a vision for a transport system that enhances the Auckland region, where:

"transport resources are used efficiently, supported by sustainable, innovative design practices"

The following policies are listed under the policy heading "Sustainability",

- 3.5 Promote options that make more efficient use of private vehicles.
 - 3.5.1 Develop and implement a strategy to encourage greater use of high occupancy vehicles.
 - 3.5.2 Investigate and support innovative options to make more efficient use of vehicles, including (but not limited to) ride sharing services, van pools, car clubs, staggered start times for schools, and community transport schemes in urban, rural and isolated areas respectively.

Of immediate relevance to this work is policy 13.6, which also comes under the sustainability heading:

13.6 Take steps to minimise the amount of land consumed for transport purposes through the efficient use of all transport infrastructure including corridors, car parking and park-and-ride facilities, while having regard for the need for safe and environmentally friendly transport infrastructure.

The 2009 Auckland Regional Parking Strategy reiterates the RLTS policy with Policy 7: Encourage more use of sustainable transport modes as follows:

Use public parking facilities to facilitate or incentivise greater use of alternatives to the single occupant car.

Policy Action 7.1: Give preferential treatment to carpools and vanpools in public parking facilities (including park and ride facilities where appropriate)

Qualification Criteria

The criteria that qualifies a vehicle as a complying participant in this scheme is that the vehicle arrives carrying the requisite number of people and parks for a short or long term.

Thus legitimate users of the scheme are both those drivers who arrive together with the required number of people in the car who all dismount and use the public transport service (long term parking), and kiss-and-ride vehicles (short term parking), again with the required number of people in the car on arrival.

This criteria simplifies recognition of qualifying vehicles, as trying to distinguish between short or long term parkers is not possible from direct observation of the vehicle at any entry 'check point' prior to the vehicle becoming stationary in the car park and its occupants dismounting.

Some HOVs have been seen to arrive and park, and one passenger departs to use a PT service, while the other sits in the car and reads for a while before catching a later service. This is a complying behaviour.

Likewise use of the scheme by car poolers at Devonport (who then travel off the site) is complying provided the car that remains parked was a complying HOV. Since the use of the scheme by car poolers is likely to be minimal this use is not considered to be detrimental. If it proves a popular use, however, then it may be that some parking spaces at the more remote end of the parking area could be allocated for that purpose, distinct from the preferential parking intended to serve the PT activity.

The Albany site is limited for use by bus patrons only, and that over-riding requirement will remain for all parks in the Albany Busway Station park and ride carpark.

Observations of kiss-and-ride behaviour at Albany and Devonport find that there are seldom more than two kiss-and-ride vehicles discharging at any time in any case, and so this mode does not represent any 'threat' to the scheme's main emphasis of providing longer term parking for HOVs.

The criteria refers only to arriving vehicles because experience and observation confirms that in many cases a group of people who have contrived to carpool for the journey to work have different travel demands for the homeward journey. Thus the departing vehicle may in many instances carry fewer than the qualifying number of people. This effect does not detract from the preferential parking scheme's objectives, as it is believed that the returning passengers frequently utilise public transport from the station/terminal to complete their return journey.

Key Measurable

The key measurable is the number of qualifying vehicles parked in the station/terminal car park.

Importantly this measurable does not rely on the display of permits or the pre-registration of vehicles, as it is entirely possible (in fact very likely) that a display permit system would be subject to abuse; drivers simply presenting the requisite number of permits on the vehicle, without actually carrying the required number of people in the vehicle. In enforcement terms the use of a display permit system merely adds another source of potential non-compliance; a vehicle may be carrying the required number of people, but failing to display the appropriate permits. This 'offence' is not against the objective of the preferential parking scheme, just against the permitting system. Such a scheme would likely impose a barrier to potential users, and hence could significantly hinder uptake.

Definition of Complying Behaviour

As noted above, the key measure of the success of the scheme is the number of qualifying vehicles parked in the station/terminal car park. Based on the adoption of HOV2 then, a qualifying vehicle is a vehicle carrying at least the driver and one other person that arrives and parks during the day's scheme period. The qualifying vehicle may park in the scheme area for short or long duration, with the duration controlled by the wider site's overall parking time restrictions (if any).

Determining Compliance

Legal compliance with the scheme can only be reliably and fairly determined by direct observation (staff-on-the-ground or video link) of the number of people who arrived in the vehicle that is currently parked in the scheme's preferential parking spaces.

Issue of Infringement Notices

If an infringement notice is to be issued, then that observation must be made by a suitably warranted officer. Since the driver is the operator of the offending vehicle, then the notice should be served on the driver, as it is impossible to serve notice on a non-attending car pool member.

These notices must be served on the car or the registered owner. It is not a driver liability offence, its strict liability to the owner

Definition of the Scheme Area

The scheme area will be defined in the same general manner used to define on-street parking and loading areas. However the definition has to accommodate both the likely uncertainties in the estimate of the number of spaces to make available for the scheme (weekly and probably seasonally) and the hoped-for uptake of the scheme by drivers.

Thus the resolution identifies the maximum area to be used for the scheme at each site (by defining the actual parking spaces on a map), and then by delegated authority the actual number of HOV2 parking spaces made available to the scheme within the defined area will be determined periodically as the demand varies.

On the ground the HOV2 spaces available for the scheme will be defined by the deployment of appropriate regulatory signs. To ensure ready recognition of the area of the scheme generally signs will be erected at the rate of one sign for every 5 spaces assigned to the scheme.

Signs

Regulatory signs will be required to define the scheme's parking spaces. These signs must be authorised and gazetted before the trial commences. A draft sign format is being prepared.

This will require discussions with NZTA to confirm the design of the sign for the trial and subsequent on-going use if the Council resolves to formalise the scheme after the trial is completed.

Variation in Allocation of Spaces to the Scheme

To respond to increasing demand by HOV users the scheme has to embody the flexibility to increase (or decrease) the number of spaces defined. This is to ensure that the scheme provides an encouraging over-supply of spaces, while minimising the reduction in 'normal' spaces as much as possible.

As a guide, the number of spaces would be increased by 20% where in more than 10 week-days of a month's observations more than 80% of the HOV spaces are used by the end of the day's scheme period. Likewise the number of spaces would be reduced by 25% where after a similar number of observations less than 50% of the spaces are used at the end of the day's scheme period.

This will allow the number of HOV spaces to be easily changed to accommodate the number of HOVs without leaving a significant number of empty spaces before the end of the scheme period.

Thus the works and furniture (signs, specific lighting and other temporary works) need to be able to be relocated with minimal effort for removal, restoration and installation.

Manpower Requirements for Enforcement

Generally users of the preferential parking area will be 'regulars' to the site in the same way as most users of the sites are frequent travellers on the public transport services offered. Thus education and enforcement can take place at a fairly measured pace, rather than having to be reliably applied to every vehicle arrival every day.

To achieve 100% compliance it would be necessary to have the preferential parking area under direct observation by a warranted officer over the entire scheme period; however as is the case with car parking and speed camera enforcement, a useful and sufficient level of enforcement can be achieved by a combination of low frequency enforcement by warranted officers and in this trial scheme complimented by higher frequency educational observation by existing bus station or other unwarranted staff.

This 'educational observation' could simply entail handout or placement on vehicles of 'friendly warning' notices to offenders. The recording of registration numbers of offenders would support the warranted officer's enforcement efforts.

The 'friendly warning' notices would compliment other marketing and promotional programmes.

There is no normal staff presence at the Devonport Terminal, and thus the 'educational observation' work would require additional staff resources compared with Albany where staff already monitors the car park performance either on site, or through the CCTV system.

Staff requirements then are represented by the additional workload on existing staff at Albany plus a new staff requirement at Devonport. Enforcement can be on a similar schedule as that currently applied at both centres, with the requirement that the detection of an offence requires the officer to be on the site at the moment the car is parked. Thus effective enforcement may entail attendance on the site for a period of at least 30 minutes during which time 4 to 6 complying vehicles would arrive – based on present HOV2 arrival rates. There may also be scope to install CCTV at Devonport that would assist with enforcement of this preferential parking trial.

	Name and title of signatories
Prepared by	Anthony Blom, Northern Busway Station Team Leader
Recommended by	Bill Drager, Passenger Transport Manager Archer Davis, Group Manager Transport Strategy & Planning
	<u>Confirmation of statutory compliance</u> In accordance with section 76 of the Local Government Act 2002, this report is approved as: (a) containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and, (b) is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.
Approved by	Geoff Mason, General Manager Infrastructure Services

Date: 16 July 2010