

Attachment 1.

N Z TRIPS PARKING DATABASE BUREAU

An IPENZ Transportation Focus Group
FOR THE EXCHANGE OF TRIP & PARKING SURVEY DATA BY LAND USES

FIRST ANNUAL REPORT SEPTEMBER 2003

1. Establishment.

Following the agreement of the National Committee of the Transportation Group of IPENZ to establishing a Board to oversee the activities related to the NZ Trips and Parking Database Bureau in late 2002 the Board was established with the initial appointees of David Gamble (Chairman) and six members comprising Steve Reddish, Chris Freke, John Winter, Steve Spence, Alan Nicholson and Stuart Woods. Bob Alkema of Transfund NZ also agreed to accept observer status.

Malcolm Douglass (Douglass Consulting Services Ltd.) and Don McKenzie (Traffic Design Group Ltd.) are providing the technical bureau service and acting as administrators in the current two-year period.

The initial canvas of Councils resulted in the payment of the subscription for the first year by the following territorial authorities.

- Hutt City Council.
- Hastings District Council.
- Wellington City Council.
- Western Bay of Plenty District Council.
- Palmerston North City Council.
- Auckland City Council
- Dunedin City Council.
- Manukau City Council.
- Tauranga District Council.
- Wellington Regional Council.
- Nelson City Council.

Subsequently the following have also joined:

- Porirua City Council
- Traffic Design Group Ltd
- Traffic Plan Ltd.
- Christchurch City Council.
- Montgomery Watson Harza
- Douglass Consulting Services Ltd

Thus the present membership is 17 including four consulting firms only at this stage. However there are a further group of 4 consultancies contemplating joining together with a similar number of Councils who have foreshadowed joining this coming year. In view of the inquiries made it would appear that a membership target figure of some 50 members including both large/small organisations and some individuals is possible by July 2004.

2. Contact with Members.

With the acceptance of membership we forward membership packs including copies of Transfund Research Reports Nos. 209 and 210 together with an electronic copy of the current database on CD and a membership information pack.

From a survey of members it appears that:-

1. The two Transfund Reports 209 and 210 are deemed to be very useful and used regularly
2. The Database has not yet become widely used but is deemed to be useful.
3. The land uses most in demand are:- Commercial, retail, residential and medical
4. Requests are made for more information in:- Assembly, education, recreation.
5. Only a limited amount of new information has been volunteered so far and not enough to warrant a new edition of the database.

2.

We have received a range of inquiries about information in the database some of which are for more specialised uses e.g. fire stations and ambulance stations, rural activities including vineyards, rural hobby outlets, apartment houses and also central city parking demands. These have been dealt with as far as the database will permit. In all cases it would appear that additional survey information is required and it is now time to develop a regular exchange between members on recent surveys and requests of the type 'Has anyone done a survey of a Casino recently?' or a Ski field, or an Olympic Pool etc'. During this coming year it is hoped to increase our email and personal contacts and also distribute a newsletter and technical summary reports.

3. Database Survey Programme.

In addition to any information forwarded to us by members and others to be added to the database the Board has initiated the following three areas of Bureau investigation.

a. City Centres.

Several City Councils have inquired about City Centres parking. Furthermore Auckland, Wellington, Christchurch and Dunedin City's are currently in a process of survey and review of their policies. It is timely, therefore, to review the tabulations included in Report 209 for the 12 City's shown and extend the information if it is available. Of particular interest are the ratios of private to public parking and short to long term parking in City Centres. In addition, however, there is also debate on the appropriate parking provisions in District Plans under the RMA. We will shortly be contacting the 12 Councils originally involved in the Transfund 209 report. This will involve redefining a consistent city centre boundary in each city and checking the divisions of employment and associated floor areas. Then the detailed information on parking supply together with peak parking demand, which must be done early in December must be observed. This will enable the section of Transfund Report No209 to be extended and refined as a new Technical Report published by the Bureau.

b. LTSA National Household Travel Survey.

Following on from initial contact made with LTSA Head Office, (Research and Statistics Section) staff arrangements for the assembly of extensive data from the 1997/1998 National Household Travel Survey ("NHTS") have been agreed. Based on a review of the published NHTS data we had identified the most relevant variables held in the LTSA database so as to capture a far wider portion of households across the country to develop better estimates and predictions of household trip generation rates as well as residential parking demand rates. We are proceeding with analytical assistance from LTSA staff to disaggregate the home-based trip making and parking demand data using the following categories:

- Urban centre (e.g. major urban, minor urban, rural)
- Household structure (e.g. single adult, single adult + child, retired couple, etc)
- Car availability.
- Weekday/weekend
- Trip purpose (at this stage considering three categories home-based work, home-based shopping, other)

It is expected that the data from in excess of 7,000 households/14,000 people will be able to be collated. It is also relevant to note that the LTSA have engaged Opus Consultants to undertake a continuous national household travel survey over the coming years. LTSA expect that by early 2004 the first batch of this new survey results will be available for assessment and incorporation into the TPDB.

3.

c. Central City Apartments

Requests are currently being made to each of the major urban territorial local authorities in respect of inner city and high-density residential activities. The first investigations made through Wellington have revealed little in the way of recent (2002/2003) resource consent information with direct relevance to the Bureau's database. It is now envisaged that a longer-term search, perhaps over the past five years, would reveal a greater capture rate of useful data.

Data from a recent study (completed by a student and her lecturer at the Institute of Transport Studies, Monash University) of high-density apartment residents in the metropolitan area of Melbourne have been assessed and summarized for incorporation into the Database. The most relevant findings of that study include:

- The Melbourne study focussed on the City of Port Philip planning document definition of "medium-density" as residential buildings with four levels or fewer; and "high-density" developments have been considered to have five levels, or more.
- Parking demand rates for high density apartments in the inner city areas varied between 1.0 and 2.0 spaces per apartment, depending upon the apartment size and development type
- Typically the demand for on-street parking in these areas of central Melbourne is increasing over time, and potential residents hoping to rely on on-street parking that may be available when the apartment is approved or purchased, may find it difficult to utilise on-street parking by the time the apartment is constructed and ready to move into.
- There were found to be statistically significant differences in parking demand rates between "cheaper" and more "expensive" high-density apartment buildings, as well as differences between the parking demand rates for two and three-bedroom apartments associated with the "expensive" apartments.
- The relationship between public transport accessibility and apartment parking demand was found to be relatively weak.

While some of the details of the surveyed apartments are of incidental interest only, there are a number of important data and conclusions included in this Melbourne study for inclusion in the NZTPDB Database.

d. Database Enhancement.

The database is under utilised and needs to be both extended in volume from surveys and planning consent hearings as well as improved in the range of variables used, (i.e. in addition to floor areas list other variables such as number of service station pumps, or site area, or number of beds etc). There is also a need to make the information more user-friendly for use by Traffic Engineers and Transportation Planners in their normal work.

4. Board Meeting 2 May.

In addition to email correspondence the Board held a telephone conference Board meeting on the 2 May 2003.

The topics covered the full range of issues associated with the development of the Bureau including:- Overview of progress and membership, Publicity, Status of the NZTPDBureau, Accounts, Bureau Annual Plan, Surveys and Research Programme, Attendance at the TMW in Christchurch September.

Income and Expenditure.The board noted at that time (after 9 months of operation) the Bureau had received \$15,700 in subscriptions and payments amounted to \$8568.49. The accounts for the full year to June 30th 2003 are dealt with in the Agenda. The total income for the year was \$19,156 with a total expenditure of \$14,234 resulting in a carry forward into this financial year of \$4,922. At the end of the year there were subscriptions for \$5781 outstanding.

4.

Tele-Conferencing The procedure of having a national tele-conference hook-up proved efficient and economic and members appreciated the exchange and contact. In addition to meeting with board members at the TMW it is agreed that with the increasing business likely in 2003/2004 this form of Board meeting will be used more often in future.

5. Formation of the NZTPDB Incorporated Society.

An important issue has been the development of the Bureau to be an Incorporated Society. This was shown to be the best way to establish the NZTPDB role and its relationship with IPENZ and the Transportation Group. Being an NZTPDB Society provides clarity as to its financial independence, clearly establishes its functions and administration and indemnifies members and the Board Members from possible liability.

It will be appreciated that the NZTPDB is an IPENZ technical sub-group with fewer than 50 members and provides very specialised service focussed on surveys and research. Even at its modest size its activities could involve \$30,000 to \$40,000 a year and its functions should be defined and accountable.

The Board meeting on the 2 May 2003 resolved to prepare a statement on our relationships to be forwarded as an agreement with IPENZ. However in view of the IPENZ document on Groups within the Institution, and following legal advice, it became apparent that Incorporation under the Incorporated Societies Act was the most effective way of dealing with the situation.

A draft set of rules have now been prepared and checked by solicitors, approved by the Transportation Group - National Committee and are acceptable to IPENZ administration.

A copy of the key rules affecting the character of the Society is attached here. Attachment 2.

We look forward to adopting these rules at the first Annual Meeting to be held following the TMW at 5.30 pm on Tuesday the 16 September 2003.

I thank the Board for their participation in this formative year and in particular Malcolm Douglass and Don McKenzie for their joint administrator role.

David Gamble - Chairman.

Malcolm Douglass - Administrator.

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16 September 2003.