

# Task 2.13 Park-&-Ride

## Data Analysis

Wellington Regional Council (WRC) has carried out a survey specifically aimed at park-&-ride, which we need to obtain and analyse before reaching any final conclusions.

We should also analyse the rail survey for information on parking at stations (ie at which stations, and from how far away).

We also need a classification of stations based on their parking facilities.

## Methodology

There are essentially two different issues to consider:

- ensuring that our public transport network is capable of realistically representing the relationship between rail users and the rail network, which means representing station catchments areas and access times realistically;
- developing methods able to forecast the impacts of park-&-ride initiatives.

We must achieve the first of these, whereas the second is not a priority.

## Network Representation

This all comes down to how we link zones to the public transport network and, in particular, the rail network.

Most access will be by walk links.

For large zones or zones away from the station, this may not be feasible and, typically, the zone would be connected to the nearest bus service or, alternatively, some long centroid connector would be coded to which an access time (and perhaps cost) is attached. But connecting to the nearest bus service will not be sensible if most long distance rail access is by car – it will over-estimate the deterrence of the access link – and this is of special concern if the access time is further weighted by 2 in the generalised cost!

So we need to review how zones are connected to the stations in the public transport network to identify where there are direct (mainly walk) connections and where there are indirect bus connections.

I do not believe that the assignment will be able to share station access traffic between bus, walk and car sensibly, so it seems likely that our best bet would be to determine an access time function of access distance to code onto direct centroid connectors. The access time would be calculated assuming shares by the different access modes available (bus and car) from the rail survey.

In this approach, stations which are classifiable as ‘park-&-ride’, as identified from the rail survey, might have a bigger catchment area of zones.

## Park-&-Ride Policy

It seems to me that this is about catchment areas, improved rail level-of-service and perhaps cheaper fares<sup>1</sup> at these stations. The approach described above might provide the basis for looking into different catchment areas especially if the rail survey analysis indicated that stations with particular facilities/services win a larger catchment.

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<sup>1</sup> Where people drive nearer to the CBD to catch the train.