

Public Feedback and Decisions Report

Ponsonby residential parking zone



Table of Contents

1. Executive Summary	1
2. Background	3
2.1 Key facts.....	3
2.2 Proposed changes.....	3
3. Activities to raise awareness of the proposal	4
4. Summary of Feedback	4
4.1 Summary of feedback	4
4.2 Summary of themes identified in feedback.....	1
5. Themes and AT responses	9
6. Next Steps	35
Appendix A: Zone map	36

1. Executive summary

- Auckland Transport (AT) sought public feedback on a proposal to introduce a residential parking zone in Ponsonby, to manage commuter parking in the area.
- Feedback on the proposal was invited from Monday 23 May to Friday 17 June 2016. In total, 295 feedback responses were received: 143 via freepost feedback forms returned, 151 through the online survey, and one pin drop comment on the online map. Seven were considered duplicate entries, and were discarded from the final analysis.
- Feedback was mostly positive: 38% of submitters agreed with the concept of the proposal, 17% agreed with the concept of a residential parking zone but not with its proposed delivery, 20% agreed with the proposal subject to specific conditions, and 22% disagreed with the concept altogether. There were 9 submissions (3%) whose position was unclear.
- Where feedback was submitted as two people, they were counted as two submissions. Where the same feedback was submitted multiple times by the same person, one was considered a duplicate, and was not counted in the overall analysis of feedback. If a submitter entered multiple forms, but with new information, they were all considered one entry.
- Three open-ended questions were asked in the feedback form (online and hardcopy) to identify what residents thought about the proposal: What aspects of the proposal to you like, what aspects of the proposal would you change, and do you have any other comments?
- Common themes were identified that reflected the most common areas of interest for submitters. Feedback sometimes related to more than one theme, and so was counted for each theme, so the total will not add to 100%. These themes are summarised below and explored further in section 4. :
 - The most popular themes were regarding what submitters liked about the proposal, specifically that they expected more parks to be available for residents (98 comments), that commuter parking would be discouraged (85), the public transport would be encouraged (11), or that the current situation is difficult and they liked that it was being attended to (90).
 - Other submitters felt the opposite, deeming the proposal unnecessary as they felt there was no issue currently (46). 25 submitters felt that there needs to be greater enforcement of illegal parking (vehicles that exceed time limits or park on footpaths, etc) if this proposal goes ahead, or the new rules will not be complied with.
 - Some submitters felt that businesses in the zone should either pay more than (3), or pay less or have the same rights as (10) residents in the zone, with regard to permits or coupons. The two-hour time restriction (for those without a residents' permit or coupon) also received considerable feedback: 7 submitters felt the time limit was too long an allowance, but many more deemed the two hours too short (20), not enabling people to shop and lunch in Ponsonby, which would be a detriment to the local businesses. 9 submitters felt that the two-hour limit was the right amount of time.
 - 25 submitters expressed that the hours for time-restricted non-resident parking should be extended to be later or earlier than the proposed 8am-6pm.

The most common reason given for this suggested extension was to allow residents to get home and park their cars after work, before dinner-and-nightlife-goers arrive in Ponsonby, parking in the zone to go to restaurants and bars on Ponsonby Road. The cost of residents' permits (\$70 per vehicle per year) and coupons (\$5) was another very popular theme, with some feeling that the proposed cost of permits/coupons was too high (34). Many suggested that residents should get free permits/coupons (83), and 3 submitters felt that the cost of permits/coupons was too low, especially for coupons, and so would not dissuade commuters from purchasing them and continuing to park.

- 14 submitters were concerned about the local staff in the area, and the effect that not being able to park locally in the resident's zone would have on their ability to get to work.
 - With regard to the proposed restrictions of permits available to residents, and regarding the limit of 50 coupons free for residents, submitters both disliked (43) and liked (46) in almost equal measure.
 - When considering the 'priority' method of permits given to houses with no off-street parking and other similar considerations, more than twice as many submitters liked (23) than disliked (9) this method of permit allocation.
 - There were some submitters that felt roads should be included in the zone that currently were not in the proposal (21), and others felt that some included roads (15) should be excluded.
 - 17 submitters were concerned that this proposal would merely move the problem elsewhere rather than solve the issue.
 - 21 submitters asserted that the existing issues with public transport in the area (and across Auckland) should be addressed before implementing restrictions on parking.
- There were a number of suggestions also that were raised in the feedback: 50 suggestions were to do with the residential parking zone proposal, 61 were specific to parking but not the current proposal, and 19 were outside the scope of the proposal. These suggestions are addressed in section six of this report.
 - Submitters also raised 69 questions in relation to the proposal – these are addressed in Appendix B of this report.

As a result of the feedback received on the proposal AT has:

- Decided to implement the residential parking zone, as proposed.

2. Background

Auckland Transport (AT) is proposing a residential parking zone for some Ponsonby streets to address local concerns regarding overcrowded parking in residential streets. This proposal forms part of a region-wide strategy to make greater use of residential parking zones in areas where commuter parking causes parking difficulties for residents and their visitors.

The parking zone proposes restricted parking times, residential parking permits and parking coupons for residents and businesses.

2.1 Key facts

- Ponsonby is a city-fringe suburb with some heritage properties that lack off-street parking.
- Ponsonby's residential streets are used by commuters and local workers looking for daily parking.
- Over 85% of parking spaces in this proposed residential zone are occupied during the day's four busiest hours.
- Residential parking zones
 - share on-street parking between residents, businesses and visitors
 - discourage commuter parking
 - reduce congestion from vehicles cruising for a parking space
 - reduce stresses associated with living and working within a high parking-demand area.
- A residential parking zone restricts parking times and hours.
- Residents and businesses can apply for parking permits and coupons to give exemption from the time restriction.
- Parking permits are issued in order of priority.
- Anyone can park within the zone for up to two hours without a permit or coupon.
- As the permits and coupons are paperless, a vehicle's registration plate is linked to an electronic permit or coupon.
- AT parking officers will manage the zone using a vehicle equipped with registration plate recognition software.

See Appendix A for a map of the proposed Ponsonby residential parking zone.

2.2 Proposed changes

The proposed residential parking zone will restrict parking in the specified zone to a maximum of two hours, unless the vehicle is registered to either a residential parking permit, or a coupon, granting them exemption to the restriction.

Parking permits

- A permit will cost \$70, valid for one year.
- The number of permits issued will be capped at 85% of the total number of parking spaces within the zone to ensure there are always available spaces.
- Residents living within the zone can apply for as many permits as there are vehicles registered to their address. The number of permits is capped so not all applications will be successful.
- Businesses within the zone can apply for one permit.
- Existing residential parking permits will be discontinued and users of these permits will need to reapply under the new scheme.

Parking coupons

- A coupon will cost \$5, valid for one day.
- Once registered, residents living within the zone will receive 50 free coupons. Businesses are not eligible for free coupons.
- Any resident or business within the zone can purchase coupons from AT. There is no restriction on the number than can be bought.
- Coupons can be used for the purchaser's vehicle, or for a vehicle belonging to someone else, e.g. a visiting relative or staff member.
- If their stay is over two hours, tradespeople can be given coupons or apply for trade coupons from AT.

3. Activities to raise awareness of the proposal

The public feedback period ran from Monday 23 May to Friday 24 June 2016.

Activities to raise awareness of the consultation included:

- A total of 3,112 letters/emails and freepost feedback forms were sent to 1,099 residents, 2,009 owners and four other interest groups.
- This mail-out was sent to residents/owners of properties within the zone area.
- A project webpage and an online feedback form were set up at www.AT.govt.nz/parkingconsultations
- The online feedback form was mentioned in the residents/owners letter as an alternative option for the freepost feedback form.
- An information evening was held at the Ponsonby Community centre on 1 June 2016 where the public could find out more about the proposal and speak with members of AT's Parking Team.

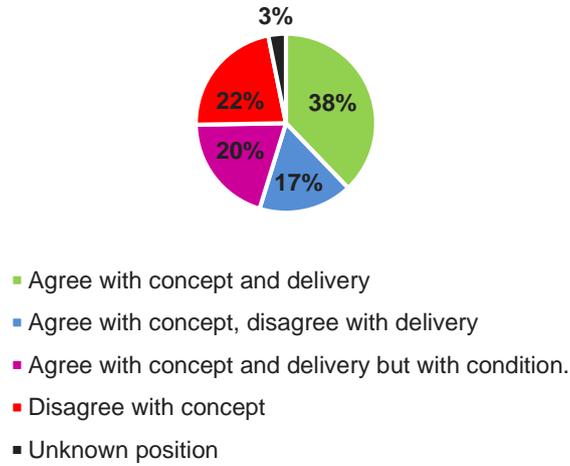
4. Summary of feedback

4.1 Summary of feedback

AT received 295 feedback responses on the proposed residential parking zone – 143 via freepost feedback forms, 151 via online survey, and one via a pin drop comment on an online map. 288 of these counted towards the final analysis result, as seven were discounted as duplicate submissions.

Common themes were identified in response to the open-ended questions posed to submitters in the feedback form: What aspects of the proposal to you like? What aspects of the proposal would you change? Do you have any other comments?

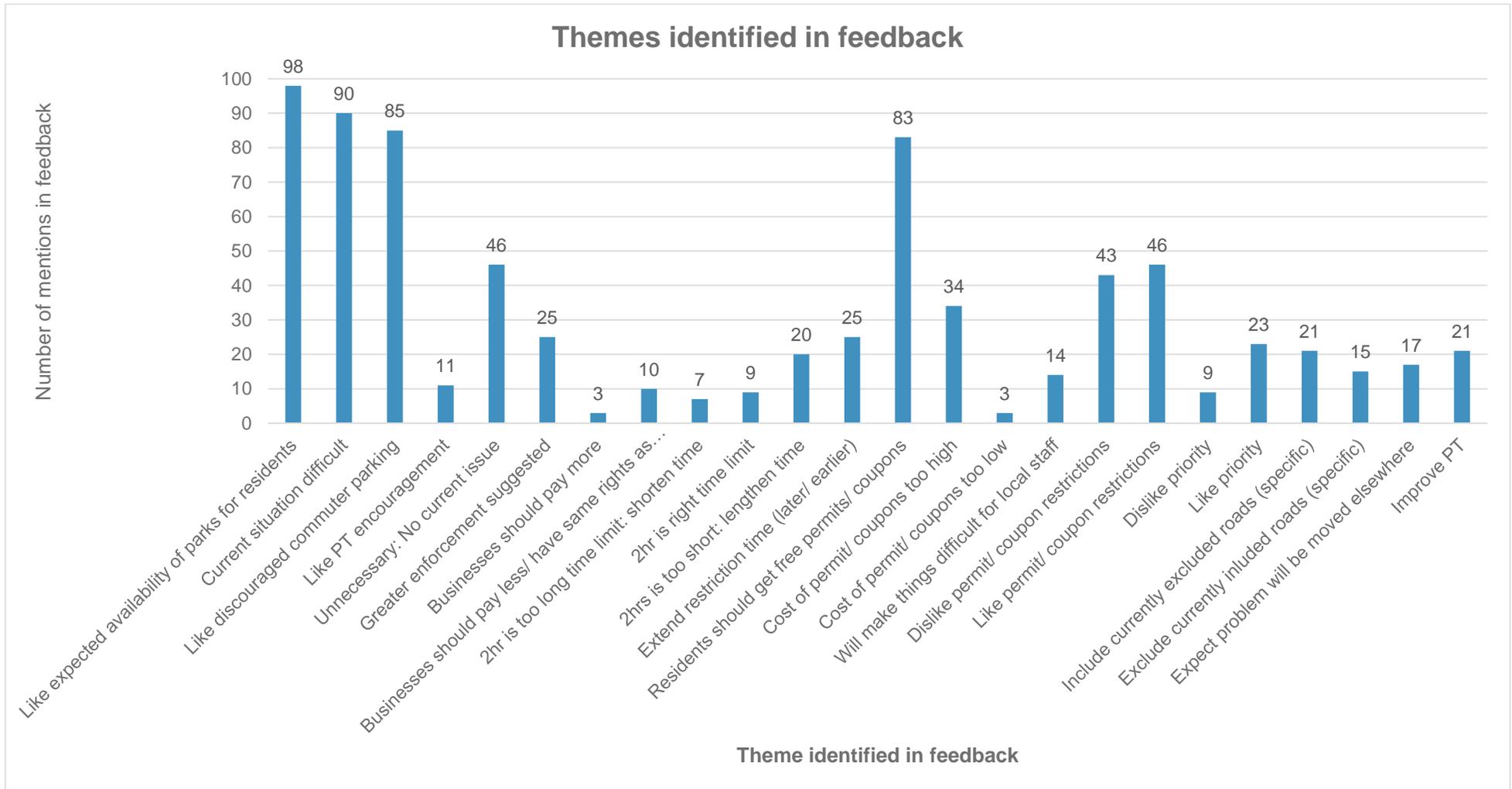
High-level feedback result



Base: 288 total submissions; duplicate entries were not counted

Feedback on the proposal was mostly positive: 38% of submitters agreed with the concept of the proposal, 17% agreed with the concept of a residential parking zone but not with its proposed delivery, 20% agreed with the proposal subject to certain conditions, and 22% disagreed with the concept.

4.2 Summary of themes identified in feedback



Base: 288 total; duplicate entries were not counted; submissions could apply to more than one theme so were counted for each; will not add to 100%

Analysis of the feedback identified 24 themes with the most common themes being supportive of the proposal. Submitters liked the expected availability of carparks for residents (98 submitters), commenting that the current parking situation is difficult (90), and that the proposal will discourage commuter parking (85). 11 submitters liked that the proposal will encourage use of public transport, and 21 submitters suggested public transport options need to be improved. 25 suggested greater enforcement of parking restrictions, and 17 comments expected that the parking problem would be moved elsewhere.

Comments on the two-hour time limit suggested shortening the time (7 submitters), lengthening the time (20), and 9 felt the time limit was right. 25 submitters wanted the hours of the time restriction (8am to 6pm) extended to be later and/or earlier.

In relation to the costs of parking permits and coupons, 34 submitters commented that the cost was too high, 3 felt it was too low, and 83 wanted residents to get free permits and coupons. Additionally, 3 commented that businesses should pay more for permits and coupons, and 10 commented that businesses should have the same rights as residents or pay less for permits and coupons. 14 submitters were concerned that the parking zone will make things difficult for local staff. The proposed restriction on parking permits and coupons was liked by 46 submitters, and disliked by 43 submitters. Some submitters felt the proposal was unnecessary as there is currently no issue with parking in the area (46).

Feedback on the priority order for issuing permits showed 23 submitters liked the priority order and 9 submitters disliked it. Specific comments suggested the residential parking zone should include currently excluded roads (21 submitters), and exclude currently included roads (15).

5. Themes and AT responses

No.	Theme	Number of times mentioned	Illustrative quotes from feedback	AT Response
1	Like expected availability of parks for residents	98	<p><i>"Looking forward to being able to return home during the day and getting a carpark close to my home! Thank you AT."</i></p> <p><i>"We will be more likely to find a park outside our house."</i></p>	The scheme is designed to make it easier for residents to find a park near to their home.
2	Current situation difficult	90	<p><i>"As an older person it is so depressing coming home with a car loaded with "stuff" and having to park 20 houses DOWN the street and then have to walk it all UP the street. It is miserable for families with children and pets. I am tired of having to stress out if a tradesman is coming and I've given up inviting people to visit me during the working week."</i></p> <p><i>"I struggle to find parks around the office and at times I find it very frustrating."</i></p>	We expect the scheme to free up parking so that it is easier to find a park near to your destination.
3	Like discouraged commuter parking	85	<p><i>"Stop daily commuters from using Ponsonby as a free parking area."</i></p> <p><i>"Finally a move to get commuter parkers out of our streets! Thank you :)"</i></p>	The scheme prioritises residents and short term parking for local businesses.
4	Like public transport encouragement	11	<p><i>"We need to be encouraging people to leave their cars and to take public transport where they can."</i></p>	AT is improving the bus network and building the CRL to make it easier and more convenient to use public transport.
5	Unnecessary: No current issue	46	<p><i>"Currently there are no daytime parking issues around our part of the street, so we do not feel that a parking scheme is necessary at this stage."</i></p> <p><i>"We do not agree with this proposal - we can park our cars freely now and do not want to be forced to pay for parking our vehicles."</i></p> <p><i>"If it's not broken, why are you trying to fix it?"</i></p>	We receive feedback from the community that it is difficult to park and parking surveys have confirmed a shortage of parking. This consultation has been instigated to ask the community whether a residential parking zone is something they want.
6	Greater enforcement suggested	25	<p><i>"Enforcement must be regularly carried out and fines should really deter commuters."</i></p>	We will manage the zone using a vehicle equipped with

No.	Theme	Number of times mentioned	Illustrative quotes from feedback	AT Response
			<p><i>"I question the effectiveness of monitoring and policing 'paperless' permits and coupons. Highly visible stickers on windscreens are the best deterrent of cheats as local residents can also monitor behaviour outside the rules. This worked well in Wellington."</i></p> <p><i>"Do the offending vehicles get towed (freeing up the space) or do they merely get a fine, which doesn't help at all?"</i></p> <p><i>"This will only make a difference if actively enforced."</i></p> <p><i>"The fine for over-staying in the resident only area is less than the fee for parking in the city, so they will park here and risk getting caught."</i></p>	<p>registration plate recognition software. This method is fast and accurate and means we can cover more ground than an officer on foot.</p>
7	Businesses should pay more	3	<p><i>"I believe businesses within the zone should pay more for their permit: \$200."</i></p> <p><i>"Residents' parking permits should be significantly less than those for businesses."</i></p>	<p>We can only charge an administrative fee for a permit. They cannot be used to generate revenue. Residents are prioritised higher than businesses for permit allocation.</p>
8	Businesses should pay less/ have same rights as residents	10	<p><i>"Businesses operating in a mixed use zone should enjoy the same rights as residences (free coupons). Cars registered to a PO Box but related to a business, in the zone, should qualify for a permit."</i></p> <p><i>"Owners of businesses on Ponsonby Road must be exempt from this or how can we operate and earn our livelihood and contribute to the suburb with our services?"</i></p> <p><i>"I would not like to see this disadvantage local businesses."</i></p>	<p>Customers of local businesses can park on street for two hours. Staff will generally have other transport options or can park within the zone using coupons.</p>
9	Two hours is too long time limit: shorten time	7	<p><i>"2hrs may be too long - consider 1hr."</i></p>	<p>We think two hours allows time for visits to people and businesses.</p>

No.	Theme	Number of times mentioned	Illustrative quotes from feedback	AT Response
10	Two hours is right time limit	9	<i>"We like the 2hr parking limit. It is long enough not to discourage patrons from spending in Ponsonby."</i>	We think two hours allows time for visits to people and businesses.
11	Two hours is too short: lengthen time	20	<i>"Increase to 3hrs to give a bit more flexibility? We want people to come to the area!"</i> <i>"If there is no access to parking on any streets at any time then business will suffer."</i>	Paid parking with no time limits will be available along Ponsonby Road.
12	Extend restriction time (later/ earlier)	25	<i>"I support the idea of limiting car parking to residents during the hours of 7am-5pm."</i> <i>"Extend the operating hours to say 8pm on weekdays, and through the day on weekends, on streets especially close to Ponsonby Rd.... ensuring regular turnover at all busy times."</i> <i>"The restriction should only be outside business hours."</i> <i>"Would also be good to include Saturdays."</i> <i>"If the intention is to protect the residents from being parked out, why not extend it to every day?"</i>	Parking surveys show that all-day commuter parking occurs mainly on weekdays. While there are parking pressures outside of these times, it tends to be shorter stay so would not be affected by the residential parking zone.
13	Residents should get free permits/ coupons	83	<i>"Residents should not need to pay for permits as we already pay our rates."</i> <i>"If the proposal is really to help residents then ALL residents should be given free permits to the area."</i> <i>"Homeowners should not be charged for parking outside their own house."</i>	The \$70 charge for permits helps us cover the costs of running the scheme. Without this charge, we would need to find the money elsewhere, e.g. through rates.
14	Cost of permit/ coupons too high	34	<i>"Permits should cost less than \$70/yr."</i> <i>"\$5/day seems way too steep."</i>	The \$70 charge for permits helps us cover the costs of running the scheme. Without this charge, we would need to find the

No.	Theme	Number of times mentioned	Illustrative quotes from feedback	AT Response
				<p>money elsewhere, e.g. through rates.</p> <p>We think the \$5 charge for coupons is a fair price for all day parking in Ponsonby.</p>
15	Cost of permit/ coupons too low	1	<i>"We would change the \$5 cost for coupons. It is hardly enough to discourage all-day parkers from paying \$5 for the whole day - cheap all-day parking! We suggest \$10."</i>	We think the \$5 charge for coupons is a fair price for all day parking in Ponsonby. Commuters will not be able to purchase coupons so will not be able to park all day.
16	Will make things difficult for local staff	14	<i>"It will affect all the people who work in & around Ponsonby who have to park every day and would need to move their cars every 2 hours."</i>	Local staff may choose to park outside the zone, pay for parking on Ponsonby Road (no time limit), or consider other travel options.
17	Dislike permit/ coupon restrictions	43	<i>"I strongly oppose the concept of residential parking permits unless I can be guaranteed permits for all vehicles registered to my address, at any time in the future."</i>	We are asking the community if a residential parking zone is right for Ponsonby. There are no guaranteed permits for all vehicles, however the road is public space and residents do not have a specified right to the space outside their house. This scheme would give them priority.
18	Like permit/ coupon restrictions	46	<p><i>"Parking permits for residents should reduce congestion. Coupons will hopefully be a good way to manage visitors."</i></p> <p><i>"It is a small price to pay for increased accessibility for residents."</i></p>	We think that the scheme will reduce the stress and hassle of finding a park near to home.

No.	Theme	Number of times mentioned	Illustrative quotes from feedback	AT Response
19	Dislike priority	9	<p><i>"A priority system for allocation of permits is discriminatory."</i></p> <p><i>"Regulation and permitting will destroy the current equality among neighbours."</i></p>	The priority system allocates according to need, e.g. pre-1944 properties without off-street parking receive priority.
20	Like priority	23	<p><i>"Residents should have priority with street parking."</i></p>	The scheme prioritises resident parking over commuter parking.
21	Include currently excluded roads (specific)	21	<p><i>"Why stop at John Street, what about Ardmore, Wanganui, Albany, Kelmarna etc?"</i></p> <p><i>"Extend the zone to the end of Vermont St after the intersection with John St."</i></p> <p><i>"Include all of the streets off Richmond Rd from Scanlan to Chamberlain."</i></p> <p><i>"Extend beyond Richmond Road through to Great North Road, perhaps along Dickens Street and Millais St, then Ariki Street to Great North Road."</i></p> <p><i>"Include streets between Richmond Rd and Williamson Ave."</i></p> <p><i>"Include Blake Street (both sides)."</i></p> <p><i>"I can see no valid reason for excluding Prosford Street."</i></p> <p><i>"All of Cowan St should be residential parking."</i></p> <p><i>"Extend the zone."</i></p>	The zone boundary could be changed in future, depending on demand. The zone is based on our analysis of current parking patterns.
22	Exclude currently included roads (specific)	15	<p><i>"The zone is too deep."</i></p> <p><i>"Exclude Summer Street."</i></p> <p><i>"Exclude Islington Street."</i></p>	The zone boundary could be changed in future, depending on demand. The zone is based on our

No.	Theme	Number of times mentioned	Illustrative quotes from feedback	AT Response
			<p><i>"We have very few issues with overcrowding on Clarence St and do not think the residential parking zone is required in our area."</i></p> <p><i>"John St does not need to be included."</i></p> <p><i>"Scott St is never full – we never have an issue with parking."</i></p> <p><i>"There is no parking issue on our street to warrant the zone coming down this far."</i></p>	<p>analysis of current parking patterns.</p>
23	Expect problem will be moved elsewhere	17	<p><i>"Pushes the problem into an adjacent residential area."</i></p>	<p>We will monitor surrounding areas once the zone is implemented. We think it will also encourage commuters to consider other transport options.</p>
24	Improve PT	21	<p><i>"Address the public transport issues."</i></p>	<p>The new bus network is being rolled out, along with integrated fares. Trains have improved with electrification and higher frequency services and will further improve with the completion of the CRL.</p>

6. Suggestions for proposal

Theme	Comments	AT response
Absentee Landlord suggestions/considerations	<p>I think it only fair that the owner of a property within this zone also receives free coupons. For example, I own a small bungalow on one title that is divided legally into 2 x one bedroom flats. As owner (but non-resident) I pay all rates on the property (and these are quite exorbitant for this area as you will be aware). For this reason I think owners/ratepayers should either be allocated, or be able to request, 50 of these free vouchers annually.</p> <p>As an absentee landlord, it would be good to be able to get some coupons to give to tradespeople who may need to do repairs but I guess we have to ask tenants for those. Would want some tight guidelines/ restrains on keeping a lid on price increases for permits, i.e. not increasing regularly. Not happy with mid-year cost for transfer to set up new person - it's not a tenant's fault that they might move in outside annual renewal time. Perhaps a discounted or pro-rata fee rather than another full charge? Waive fees less than 6mths?</p>	<p>The focus of this proposal is to improve parking availability for residents. Absent Landlords are not eligible for a permit or coupons as they do not reside within the zone. Costs associated with renting a property are passed onto the tenant via rent. Tradespeople will be able to use coupons, available from AT.</p> <p>The charge for a permit is administrative-only and so remains the same throughout the year. If reducing or waiving the cost, we would need to make up the shortfall elsewhere.</p>
Appeals	Some sort of appeal system if permit applications are declined. Many houses are lived in by more than one car-owning resident (e.g. tenants or families with several cars). Allowance must be made for this.	AT has designed a process which we believe is equitable and prioritises those properties which have no off street parking.
Business parking consideration	Possibly some businesses should be entitled to more than one permit?	The focus of this proposal is to improve parking availability for residents. Businesses can apply for a single permit, but there is no restriction on their purchasing coupons.
Commuter parking concerns	There also needs to be some consultation with people currently commuting to and parking in the target area to determine what alternative public transport options need to be made available to them.	AT is able to work with local businesses as we did in Freemans Bay, to identify alternative travel options.

<p>Company/off-site registered vehicles</p>	<p>Also the allocation is unfair to people who have company cars which are essentially theirs but aren't registered to their own property; those residents won't get the chance to have a resident's permit. How can those residents not be penalized? Please drop the cost for residents and allocate them also to those with company cars, keep the price the same for at least 5 years, or reduce the parking costs from rates, if need be increase the amount to be paid by non-residents to park.</p>	<p>Residents with company vehicles will be able to apply for permits provided they can provide evidence that they have use of the vehicle such as a letter from your employer.</p>
	<p>You have not appeared to allow for residents living in the zone who have business supplied vehicles that are not registered at their address, I am one of these residents and I don't own a personally registered vehicle at my address. A resident should be able to apply for a parking permit under these circumstances.</p>	<p>Land Transport (Motor Vehicle Registration and Licensing) Regulations 2011, Part 1, Section 4(c.) requires your address to be that of your current place of residence. Part 1, Section 4(d.) allows for you to also nominate a secondary address as your postal address.</p>
<p>Convenience</p>	<p>People need to be able to apply for a permit as soon as their circumstances change, whether that be buying a vehicle, or if you're moving into the zone because you've bought or you're now renting in the area.</p>	<p>Someone with an existing permit can transfer it to a new vehicle, though not to a new tenant. Someone moving into the zone can apply for a permit at any stage throughout the year, if the permit cap has not been reached.</p>
<p>Events parking</p>	<p>I believe the threshold for congestion is at 85% occupancy, on most days, Lincoln Street could be at 95-100%, with different factors like mosque goes on Fridays at lunchtime, market days, Christmas shoppers, Franklin Street lights, rugby games at Eden Park. Without all of those extra events, the commuters take up most of the available parking spaces by about 8am, and either walk into the city, or take the Link bus, and return to their cars between 5.30-7pm.</p>	<p>The 85% occupancy level is one which AT uses as a trigger point over four peak hours. However, there may be periods when occupancy is higher.</p>

Exception/consideration of tradespeople	Exemption for Tradesmen. This proposal will cause a lot of administration for tradesmen having to acquire daily coupons. Tradesmen should not be penalised, in fact if a homeowner is undertaking renovations of a certain scale, i.e. over a month then they should be able to apply for a park directly outside their house that is only available for the tradesmen working on their site.	The road is public space. If they need to stay longer than two hours, tradespeople have the option of purchasing coupons for tradespeople, or obtaining a coupon from the home owner.
Legal parking allowances	<p>Allow owners/tenants to top up on driveway street frontage when all parks are full - happens most of the time.</p> <p>The Council should make it legal for residents to park over their own driveway. This helps to solve the problem of the number of carparks available. Given the scheme is driven by technology this should be easy to administer.</p>	This would require a law change. AT believes that the zone will free up parking spaces, which will reduce this activity.
Multiple vehicles	It seems that one area for potential abuse could be people having their adult (or uni student) kids register their cars in the area to get extra permits, even if they don't live there (easy enough to get one bill registered as proof of residence). How are you going to address this possible "cheat"?	Each permit is vehicle specific so cannot be used by against a vehicle with a different registration.
Paperwork/online registration aspect	<p>If internet access to permits and coupons is intended, please make application very easy so that a 5-year-old could understand the process - often these procedures are easier to those who design them but not to those who use it.</p> <p>We should be able to apply online and print one out for free, that way there is no admin costs on AT's side</p>	<p>The online application form is simple to use and there will also be an option for those without access to the internet or who feel less confident using that method.</p> <p>Permits are electronic, there will be no need to print one. The administrative costs derive from managing the scheme, e.g. processing applications and allocating permits.</p>
Permits should be lendable/transferable	Even though we are just outside the zone, I suspect that this move might see our street become more busy and ultimately this scheme affects us. Surely as the householder and ratepayer, if I buy two permits they should be able to be loaned by me to, say, workmen etc, who are visiting my house (i.e. the permit should be registered to an address,	Permits are assigned to a vehicle's registration details. This makes it easy to manage the zone because each car is not checked for a physical permit. The scheme is designed to make parking easier for residents. Providing permits that could then be loaned out would make it more challenging to manage on-selling of permits.

	<p>not a specific car, and be able to be used at the householder/ratepayers' discretion.</p>	<p>Residents can apply for 50 free coupons that either they or visitors can use. Tradespeople can use these coupons or apply for trade coupons via AT.</p>
	<p>I would suggest a transferrable system whereby if I meet my (elderly) parents at my place we are able to take my car and leave theirs without any hassle. We currently have 2 cars, but with teenagers on the cusp of becoming drivers this could increase, so would need to know we would be eligible for an extra permit. We would suggest that residents with electric vehicles be granted a dedicated parking space outside their home to allow for charging. This is the perfect area for people to convert to electric vehicles (many short trips, close to town etc). We recently replaced a car but had to get a Prius over a full electric car due to lack of a guaranteed charging space. I would expect council would be supporting conversion to electric.</p>	<p>Residents can apply for 50 free coupons which you could use when your parents visit. You wouldn't need to use coupons outside of the zone operating hours, e.g. for weekend visits. The challenge we are seeking to address is a shortage of parking spaces for residents. Electric vehicles take up the same amount of space as a regular car.</p>
	<p>If only one permit is provided per household then more than one household vehicle should be allowed on that permit - with the proviso that only one of the cars is on the street parking. Also, the need for this parking restriction is important to liberate parking for the local 'day' businesses. "Bring the day customers to Ponsonby"</p>	<p>There is no limit on permits per household, however the overall allocation is capped at 85% of the total number of parking spaces within the zone.</p>
	<p>Where one permit is issued to an address, it should be transferrable between vehicles and not tied to one specific vehicle, but should only be usable by a vehicle registered to the address the permit is issued to. This will avoid the risk of a permit's use being "sold" to an out of area parker.</p>	<p>Permits are assigned to a vehicle's registration details. This makes it easy to manage the zone because each car is not checked for a physical permit. The permit is electronic, it cannot be onsold.</p>
<p>Priority suggestion</p>	<p>With regard to the issuing priority, we think there should be only one vehicle permit issued per house/apartment without offstreet parking unless the 85% cap is not reached. If 85% is not reached then a permit could then and only then be given to a household without offstreet parking for their 2nd vehicle. Households with one offstreet park but 2 cars should receive only one permit and those with 2-car offstreet</p>	<p>Permits are allocated in order of priority according to property type. We think this system is the most equitable way of allocating permits and should ensure that those who need a permit receive one.</p>

	parking should not be given permits at all. Hopefully AT will do a visual street survey to establish who has offstreet parking and how many spaces. Also to estimate how many parking spaces exist on the street = 85%.	
Remove 85% cap	I would also not cap at 85%. If you have a vehicle registered to a house in Ponsonby, you should be entitled to a permit if you do not have off street parking. I would perhaps cap the number of free residential permits per household at 2, which is pretty standard for a normal household.	The cap ensures that we will not issue more permits than there are available spaces and also means there should be car parks available for visitors to the area.
	I would remove the 85% cap	
	Remove the 85% cap	
Resident permit guarantee	If we have to pay for permits, that will encourage us to take our cars to work, which is not the objective. Also, all residents must be guaranteed a permit as a right. That doesn't mean we are guaranteed to find a spot, it just means we have a right to be there.	As a resident you do not have a “right” to a parking space on-street. However, the scheme does give priority to residents. It's your choice whether to drive to work and there are lots of factors people consider when making this decision. We do not consider this scheme will have a significant impact on that decision.
	Permanent residents (i.e. homeowners) living in the zone should be guaranteed one permit per car. We have no off-street parking and two cars so we would want to be guaranteed two permits.	You will be able to apply for as many permits as you require subject to the 85% cap.
Schools	I would like to see made is in the classification of schools as a local business, and therefore bound by the same rules. As schools are both fixed in their location, and a vital community service, I believe they should have a very different standing and rule application to local businesses. Also, school funds are severely limited, so in comparison to local businesses, or even many residents, the schools' ability to purchase coupons will also be very limited.	AT has introduced an additional category for schools and will engage with them to determine their needs.
	The schools should not be able to purchase coupons for their staff or the parking issue for residents around these	

	areas would not be addressed. However I do appreciate the parking difficulty for them	
Shopper parking concerns	This will detract people to come and enjoy Ponsonby as it will be all too difficult to park. (it's already difficult with 5/30/60 min max zones)	We think that a two hour time limit will work well and free up parking. It will be introduced with a paid parking zone along Ponsonby Road that will remove most time restrictions – simply pay for the time you need.
Should be more targeted	A closer look at where the problems really are need to be established instead of blindly applying this to all of Ponsonby.	We have selected the area based on parking surveys. Having a single area makes the zone easier and more efficient to manage and is less confusing for people using the zone.
	I also think the zone is too big. You should be targeting streets that are directly affected by this problem.	
Should not be paperless	Not a fan of electronic permits.	The use of electronic permits makes it easier for AT to manage the zone and residents don't have to worry about displaying a permit.
	Can be simply approved by submission of rates documentation. Should not be paperless - should be permits displayed on windscreen of vehicle.	
	Not make the coupons ticketless. The ticketless coupons will be difficult for me to use with tradespeople as they may have a set of vans.....getting tradespeople to agree to visit at a given time is difficult enough without having to make them tell you the registration number of the vehicle they may be using.	Tradespeople can purchase trade coupons from AT if this is preferable.
	Even if this was for the evenings after 6pm and then all weekend. The big issue we find as residents is the lack of parking on week day evenings. For that reason I believe resident car passes should be displayed, rather than the electronic system being proposed.	We do not think that the zone is required after 6pm. Whether a permit is paper or electronic will not have any effect on parking occupancy.
	I would have visible parking permits for actual residents. I don't think the number plate recognition can work when vehicles are parked as close to one another as they are in my street (P Rd end of Lincoln Street). On the other hand visible permits don't work if you need a permit at short notice - online purchase is a good way of dealing with this.	AT has trialed the licence plate recognition technology and it works well.

	We do not support the permits and coupons being "paperless". We consider residents with permits should be provided with a car window "resident parking" sticker and coupons should be accompanied by a "visitor parking" sticker. This will enable residents to quickly identify whether vehicles are legitimately parked for long periods and give us all greater confidence in the scheme.	Residents are not responsible for managing the zone. Potential infringements can be reported to AT either online or via our call centre.
Suggest alternative	It seems unfair if we have to pay that, especially when one or both of us will be at work and our cars won't be using up any space on the street. A better system would be if you could get a visitor park voucher that is \$70 for the year as per the other 'registered car' owners	If your vehicle is not parked on the street between 8am and 6pm you will not need to apply for a permit. Residents can apply for 50 free coupons, which might be sufficient to cover you for the times when you do need to park on street.
Suggest further priority	I would suggest one further higher priority: houses without off-street parking where it is Impossible to create off-street, either because there is no physical room or the street is a main thoroughfare (e.g. Ponsonby Rd, Richmond Rd).	We think that the current hierarchy of properties gives priority to those who most need permits.
Suggest review	If it goes ahead there needs to be a review period to ascertain if it is actually improving the situation.	We will monitor the zone and conduct parking surveys.

Other suggestions for parking

Theme	Comments	AT response
Business parking/loading zones	I would be happy to pay for parking but there is nowhere that I can do this from my place of work on Prosford Street. I would support this scheme if an all-day paid parking option was available within an easy 5minute walk of my place of work	AT's Travel Demand Team is available to work with local businesses, to help their employees with different travel options.
	Suggest short-term parking available throughout the area during business hours (good for businesses).	Anyone can park within the zone for up to two hours.
	Have the business provide their own parking solutions ie: include a carpark for their customers in their plans. Auckland transport to pay for all inner residents to have access on to their property, for one vehicle ie: move the pedestrian cross barriers in Douglas Street to	Some businesses do provide car parks, however we are also moving towards a city with a greater range of travel options, other than private vehicle.

	<p>allow the residence of 100 Norfolk Street to park their car onto their property</p>	<p>If the residents at 100 Norfolk Street believe there are barriers blocking their legal accessway into the property, this should be taken up with Auckland Transport.</p>
	<p>A business restaurant zone, lifeblood of the area bordering residential. Require at least 2 hour parking. Needs more loading zones for Ponsonby Central and SPQR</p>	<p>Anyone can park within the zone for up to two hours. We recently consulted on changes to loading zones in Ponsonby. Changes include:</p> <ul style="list-style-type: none"> • Loading zone hours extended Monday to Sunday, 8am to 9pm. • Loading zone outside 133 Ponsonby Road shifted around 16 metres so it no longer breaks up the existing parking bay. • 2 new loading zones: 1 on Richmond Road outside Ponsonby Central and another on Pollen Street near the intersection with Great North Road.
	<p>Could have just put in more Loading Zones on Ponsonby Rd</p>	
	<p>A great idea recently seen at Sylvia Park shopping centre is a metered carparking zone to cater for staff working at the mall. A discounted rate of \$4.00 for the entire day has been initiated outside of the time limited carparks. It ensures no staff are taking carparks allocated to shoppers and is a reasonable fee to pay on a daily basis.</p>	<p>Parking is more limited in Ponsonby and business employees that work during the day will usually have a number of travel options such as public transport.</p>
	<p>Around 40% of businesses in Ponsonby are in hospitality and personal services (e.g. hairdressing) with closing hours from 8pm to 4am in the morning. Therefore it is unacceptable that there is no parking available for these businesses or their staff from a security and safety perspective. The PBA asks that businesses that fall within the PBA boundary and the proposed Ponsonby Residential Parking Zone be guaranteed parking permits. The PBA asks that the Ponsonby Road Paid Parking Zone not be introduced until surveys are undertaken to assess the need for this zone following the introduction of resident parking zones on either side of Ponsonby Road.</p>	<p>Outside of normal business hours, the zone is not in operation, so staff working at night can park longer than two hours. The paid parking zone will be introduced along with the residential parking zone and a parking app to simplify payment. Parking surveys show that availability of parking in the area is low. Our experience locally and in keeping with overseas best practice, shows that paid parking is the most effective way to manage parking demand.</p>
	<p>Better parking for visitors and people wanting to visit Ponsonby shops (i.e. short stays and to support local businesses)</p>	<p>The zone supports this objective by allowing two hour parking to anyone.</p>

	<p>I know there is a shortage of land in Ponsonby but I really think a carpark/carparks for shoppers, restaurant go-ers etc should be definitely sourced. Even working out how a carpark built up on levels can be built - this was done in a place called Terrigal on the Central Coast of NSW - they had a huge parking problem, lots of congestion, etc - (similar to Ponsonby with all the restaurants, cafes, and shops). A carpark around 5 levels high was built off the Main Road to handle the parking problems. This carpark has worked very well</p>	<p>A car parking building would encourage greater numbers of people to drive to Ponsonby. We are making improvements to public transport, along with making it easier to walk and cycle around Auckland.</p>
	<p>I think you need to make more reasonably priced parks available - for those that do want to shop/ eat in Ponsonby. Even I as a resident think twice about going up and finding a park up the road for dinner or whatever.</p>	<p>Paid parking in Ponsonby will help free up more car parks. Work to intersections and footpaths is also making it a more pleasant experience to walk around Ponsonby.</p>
	<p>Implementation of this scheme can ensure parking close to Ponsonby Rd for people shopping/eating there.</p>	<p>The zone supports this objective.</p>
	<p>No changes please - maybe allocate some carparks to the businesses in the area, with no time limit.</p>	<p>We do not think that car parks with no time limits would achieve the project's objectives.</p>
	<p>The current new proposal that disallows parking down the street is a step in the wrong direction because this will hinder a lot of people in the area who use Ponsonby central as a Hub for everyday life (workers). Many people around the area have been talking about this change and from what we have heard in store the reaction has been negative with many people finding out that they must park very far relative to where they work.</p>	<p>AT's Travel Demand team is available to work with local businesses. Employees may choose to park outside the zone or consider other travel options such as public transport.</p>
	<p>There is a parking problem, as there is no off-street parking for most of the residents in the delineated area. The real culprits are the council for allowing buildings like Air NZ, Fonterra, with inadequate parking for staff.</p>	<p>Provision of parking for all staff is not an effective use of valuable land. Employees will usually have travel options other than private vehicle. The residential parking zone will encourage employees to consider their travel options.</p>
	<p>When making half a street residential parking zone, this could create a serious problem for, as with three cars, if we are left out of that zone. Either make the whole street residential or not. Alternatively, the upper portion by the shops could remain for shoppers parking.</p>	<p>In some streets the upper section is commercial (shops/businesses) and will be part of the Ponsonby Road paid parking zone which is focussed on customer parking.</p>

	<p>Workers at Ponsonby Central and nearby park from early morning all day. Businesses need 2 hour zone for trade etc.</p>	<p>Anyone can park within the zone for two hours.</p>
<p>CBD parking</p>	<p>Address the issue of parking in the CBD - \$27 per day drives people to park in suburbs by the CBD and walk or bus down. Build a park & ride carpark in the area.</p> <p>Parking in town is now prohibitively expensive (more so added to petrol costs) so commuters parking in the nearest suburb to their work is the only practical option. Parking should be available in Ponsonby, St Mary's Bay, Freeman's Bay and the rest. Extend the lack of residential parking to St Mary's Bay and all the inner suburbs, limited-time, Pay and Display, restricted to 20 metre lengths off main business and shopping strips.</p>	<p>CBD parking in AT buildings is \$18 to \$24 per day, however there are other earlybird options around. Our new bus network, streamlined HOP fares, improved train timetables and The City Rail Link (once built) will all make it easier, cheaper and more convenient to use public transport. We will not build a park and ride in Ponsonby as we do not wish to encourage the suburb's use as a commuting stop.</p>
<p>Create new parks: Angle parking</p>	<p>Vermont Reserve Angle Parking at Vermont Road: In addition to the proposal above I believe it would be feasible to make a modest change to the Vermont Road access to the reserve and for AT to change the parking configuration to provide angle parking for the width of the reserve as there is only limited parallel parking in this zone at present. The footpath could be curved a small amount into the reserve which would not impinge through traffic and also keep vehicles outside the reserve boundary. This would add an additional 8 (or so) car park spaces to the zone and add to the revenue opportunity by up to an additional \$9,600 per year. Vermont Park is not heavily utilised and I believe freeing up residents parking AND casual parking at the reserve would actually enhance the reserve and make it more accessible for residents and casual users. The additional income from parking would not only maintain the reserve but could be used to develop the reserve and make it a more desirable and valuable space in the city. If all works for both proposed parking projects were completed for the total cost of about \$90,000, the income generated could be in the vicinity of \$27,000/year. This would represent a profit of about \$20,000 per year after 4 years. This figure also allows for a sum of \$7,000/year to cover the costs of parking and park maintenance.</p>	<p>Thank you for your suggestion. AT has no plans to introduce angle parking on Vermont Street. Vermont Reserve is a small community reserve that needs no additional parking. It is situated within easy walking distance of the local community.</p>

	<p>This saving would mean the parks and reserves budget would be better off by about the same amount per year. Overall this sort of initiative I believe would enhance the area as well as provide additional parking for residents and paying parkers AND provide the funds to maintain the park and parking zones. Your comments would be appreciated. I would be happy to explore this idea further with your staff and our neighbours in order to provide a win-win situation for all concerned.</p>	
<p>Create new parks: Paper road</p>	<p>‘Lincoln Lane’ residents’ access proposal: For the 7 houses 75 – 87 Lincoln Street there are a total of 2.5 car park spaces. My proposal is to take the opportunity to reinstate what I understand to be a ‘paper road’ that runs through the access to Vermont reserve and down the north side of the 7 properties from No 75 – 87 Lincoln Street. The access way from Lincoln Street is not well utilised and really only provides access to Vermont reserve. This access way could easily be turned into an angle parking zone for 10 or even 12 vehicles while at the same time provide a more easily maintainable access to Vermont reserve for foot traffic. In addition to the expansion of residents only parking at the entrance of the reserve, an access way for residents from properties (75 – 87 Lincoln Street) could be provided to give access to the rear of the sections to enable additional off-street parking for up to 14 cars (based on 2 car park spaces per property). More cars could possibly be catered for if small cars were being parked in that zone. The parking zone at the entrance to Vermont Reserve from Lincoln street is not well utilised and could easily become a very good parking zone for an area of Ponsonby that has many large villas with multiple occupants and in several cases two or even three flats. The access way through this parking zone can easily provide pedestrian access to the reserve and also an access way for further off-street parking for residents at properties from No 75 to 87. I believe the impact on the reserve will be minimal as there is already an alternative pedestrian access to the reserve from Vermont street and traffic movements will be minimal for the rear access parking to properties (75 – 87 Lincoln St). This proposal can provide about 24</p>	<p>You could contact Auckland Council Parks or the Waitemata Local Board with your suggestion, as it is land they manage. We think that Vermont Reserve is a small community reserve that needs no additional parking.</p>

	<p>additional parking spaces (maybe more?) for a moderate cost in an area where parking is difficult. This will free up 24 on-street parks for allocated residents parking and also additional parking spaces for AT to rent out to daily parkers at the \$5/day. If 15 of these parks were used for paying daily parkers the total revenue per year would be \$1,200 per car park space per year or \$18,000/year. If it was going to cost \$90,000 to put in the off-street parking at the top of the reserve access and a residents only access road (Lincoln Lane), the total capital outlay would be paid for within 5 years. After the initial 5 year period this zone would be making a profit of \$90,000 every 5 years AND it could also cover the cost of maintaining Vermont reserve and the parking areas. The residents access for properties 75 – 87 could be designed in such a way as to not be intrusive and even be paved in 'Gobi' blocks so that grass can grow through to appear more like a driveway than a road way. A 'Residents Only' sign would be required at the entrance of the access way.</p>	
--	--	--

<p>Create new parks: Park and Ride</p>	<p>More large public carparks need to be built near train stations so commuters can easily park there. What about a large carpark at Westhaven by the bridge with light rail or buses to the city?</p>	<p>Ponsonby is close to the city, so creating a park and ride would not alleviate pressures to roads and motorways that commuting by private vehicle causes. Improvements to public transport are giving people a greater range of travel options.</p>
	<p>More large public carparks need to be built near train stations so commuters can easily park there. What about a large carpark at Westhaven by the bridge with light rail or buses to the city?</p>	
	<p>Why not create a suitable parking building. In other parts of Auckland there are park and ride facilities.</p>	
<p>Create new parks: Parking building</p>	<p>If there was paid public multilevel carpark stations like exist in suburbs like Newmarket and Parnell then I would use those and they would be tax deductible. But nothing like that exists in Ponsonby and it's a very backward and non-progressive set-up.</p> <p>If there was to be a parking building in the vicinity I can image that it will be ok however with no real other places to park what are these</p>	<p>We think that making it easier to use public transport, walking and cycling is the more progressive option. At the same time, we are simplifying parking in Ponsonby by introducing paid parking and a parking app that makes finding a park easier.</p>

	businesses supposed to do? Perhaps reducing the zone could be an option to give us some parking	
	Would like to have more parking spaces or multi-level parking buildings for Ponsonby.	
Driveway parking	Suggest Auckland Transport allow owners/tenants to use their driveway to park when no parking available - this does not affect other uses and may leave more spaces available for casual parkers.	This would require a law change. Parking across driveways is not permitted under Road User Rule 2004 para 6.9. We think that the zone will alleviate parking pressures leading to this behaviour.
Managing the zone	We hope vehicle monitoring permitted parking will also note (and fine) cars/vehicles parking on the footpath or too close to driveways.	Parking officers will patrol the zone and can issue infringement notices.
	What about enforcing the atrocious commercial/ truck/ taxi parking (illegal) on Ponsonby Rd?	
Existing plans	Your parking strategy does not align with Ponsonby Precinct Plan, which was prepared by Auckland Council, an area planning document for this area. Please also refer to legal district plan documents, which includes the Auckland Council Operative District Plan, as well as the Proposed Auckland Unitary Plan which focuses on land use for the area. Richmond Road, Brown Street, as well as Douglas Street are zoned 'Mixed Use' so this cannot be classified as a 'Residential area' and it is anticipated that a mixed of uses will occur. Request - review the extent of the car parking restrictions proposed, as well as how you prioritize parking priorities.	Plans have been shared with Auckland Council. We are comfortable with the approach taken in mixed use areas.
Mark carparks on road	Have the straight parking marked for individual parking slots.	AT does not support the marking out of individual parking bays as vehicle lengths differ and we find that we get more efficient use if we do not mark the spaces.
	I suggest that standard parking bays be marked out on the whole of Ponsonby Tce. 1 car takes up 2 car parks; 2 cars take up 3 parks, and left like that all day	
	I would suggest that parking spaces be painted on the road to create parking efficiency (when our neighbour did this some time back it	It is likely our contractors removed them as the markings were not legal.

	created several extra parks because there were no wasted half-spaces. These marking were blacked out by AT or council??).	
Mobility parks	Relocate disabled car park spot close to kerb – current location not suitable for vans with wheelchairs, or wheel chair bound drivers.	We are happy to look at the design of mobility parking spaces on an individual basis.
Narrow road parking	Please do not stop our right to put our wheels on the kerbstones to allow egress for wider vehicles	Vehicles should park on the road. Parking on the berm or footpath can impede pedestrians.
	We hope vehicle monitoring permitted parking will also note (and fine) cars/vehicles parking on the footpath or too close to driveways.	Parking officers will patrol the zone and can issue infringement notices.
	Consider allowing parking on only one side of some streets to ease congestion within the neighbourhood.	We are happy to work with residents on proposals such as these. Allowing parking on only one side tends to speed up traffic so if this was considered we would stagger the parking.
	Consideration for those who park over footpaths	This behaviour shows little consideration for pedestrians, particularly children, the elderly, or those with limited mobility.
	For our end of Brown St, residents' parking needs to be on both sides of the street and be exempt from any school drop off times for Richmond Rd school	P10 parking outside the school will remain.
	get cars parked on footpath off the footpath	Parking officers will patrol the zone and can issue infringement notices.
	NO parking on the footpaths, very annoying!! and cars parking too close to the edge of the driveway and then other cars park over their driveways, as John St is so narrow	
O'Neill St: Residents need to be able to park on both sides of the street, otherwise there is not enough parking for residents. O'Neill St only has a 6-metre wide carriageway; 2. Large trucks (rubbish and fire) have insufficient room to pass without cars/ vans being parked on the footpath on the northern side of the street; 3. Footpaths are of minimal width, so people tend to walk on the carriageway. 4. O'Neill Street has minimal off-street parking. 5. A large number of the houses are flats which generate 3-4+ cars each. 6. O'Neill St has a 5-min parking restriction on the northern side of the street (we have been unable to get a logical explanation for this from the traffic	The P5 was installed to allow residents short periods of time to unload groceries etc. and then find an alternative parking space. We do not think O'Neil street would work safely as a shared space, as it is a thoroughfare rather than a destination. We tend to install these in commercial areas with lots of pedestrians. We will not consider parking on the footpath as it impedes pedestrians.	

	<p>engineers). 7. We are informed it is illegal to park on the footpath (no reasonable explanation has been given for this). POSSIBLE SOLUTION: 1. Make O'Neill St a combined car/pedestrian street. 2. Impose a 25-30km/h speed limit (then the street will tend not to be used as a bypass to Ponsonby/ Three Lamps. 3. Permit full-time parking on the footpath on the northern side only, keeping the footpath clear on the southern side. Note the ideal solution would be to remove the footpath on the northern side. A large number of people walk up and down the carriageway not, it would be good just to make it safer.</p>	
	<p>Parking on the footpath is becoming a problem in narrow streets. This leads to often no footpath access either side. It seems like there may be the need to remove a footpath on one side of the street so at least there is one footpath that is always useable. Large vehicles often get stuck and have to reverse up the length of the street. It would be assumed fire trucks would also have issues if ever required to access narrow streets.</p>	<p>We will not consider removing the footpath as it impedes pedestrians and disadvantages children, the elderly and those with restricted mobility.</p>
	<p>Vermont St only: provide lawn stones and install into all grass verges over footpath areas.</p>	<p>This sits outside of the project scope.</p>
<p>Paid parking required</p>	<p>There needs to be a number of paying carparks in the Ponsonby/Three Lamps area for the high density of visitor parking.</p>	<p>A paid parking zone along Ponsonby Road will be delivered at the same time as the residential parking zone.</p>
<p>Parking space design</p>	<p>Configuration of parking spaces should also be reviewed as part of this strategy. In particular, Tole St has considerable angle parking and associated visibility issues when exiting a car park. This health and safety and neighbourhood amenity issue is exacerbated when angle parks are on both sides of the street.</p>	<p>We will ask Traffic Ops to make an assessment whether the current design is safe.</p>
	<p>Too often people leave large gaps which are not big enough for a car but if they had more forethought more parks would be available.</p>	<p>This can also depend on how the previous vehicles were parked. AT does not support the marking out of individual parking bays as vehicles are of different lengths and we find that we get more efficient use if we do not mark the spaces.</p>

		Maintaining road markings also creates additional costs.
	Add another 15 angled parking spaces outside 8-44 Vermont St, Ponsonby. Auckland Council, please provide more angled street parking outside Catholic properties 8-44 Vermont St. Also convert 11-15 Vermont St. The Islamic Mosque would like to see more angled street parking made available. You can see in the pictures [attached to feedback form] very wide street footpaths are under-used. Pictures of rear property parking behind Catholic Centers have been provided to view.	AT does not support angle parking unless there is sufficient space available. We will ask Traffic Ops to make an assessment whether this would be possible.
	Diagonal parking on both sides of the street does not work. It narrows the road significantly, preventing safe backing, and access to the lower portion of the street.	AT would not support angle parking on both sides of a residential street unless there was sufficient space and Traffic Operations assessed it as being safe.
Short term parking	I suggest that the parking opposite the kindy and community centre be made 5 or 10min only.	AT will retain any existing P5 restrictions but do not propose to install any new P5 or p10 parking spaces.
	I think Bayard Street could be made a thirty minute parking Zone for parents and users of the Ponsonby Community Centre so they can safely move to and from the centre .	We feel that the zone will improve parking availability and users of the community centre will be able park close by.
	More loading zone spaces for Ponsy Kids Community Preschool and Ponsonby Kindergarten. Provision for spaces is critical as parents are also on their way to do school drop offs etc.	AT will retain any existing P5 restrictions but do not propose to install any new P5 parking spaces.
	Ponsonby Intermediate School will need some "school" carparks. On our boundary from the driveway to Pompallier Tce.	AT will not create any "school car parks". We do not generally reserve the public road reserve for the use of a specific organisation or business.
	We have a post box at Ponsonby Post Office and can never get a park to check the mail - would like more 10min parks in that public parking area for quick in and out visits?	The introduction of paid parking on Ponsonby Road will improve this situation. This will allow for a 10 minute "grace period" of free parking.
Success of proposal	I would like AT to look at the Inner Link bus stops and ensure the boundary of the residential parking zone extends sufficiently to the west that the zone will actually stop use of Ponsonby as a park and	We have determined the zone boundary by looking at where parking pressures are greatest, within the residential area.

	ride facility (i.e. The walking distance to any Inner Link bus stop should be far enough to be a deterrent to parking).	
--	---	--

Other suggestions – out of scope of project

Theme	Comments	AT response
Cones illegally reserving parking	I hope introduction of this scheme will encourage officers to remove traffic cones that people are using to hold on to parking spots. It's unfair and untidy!	Members of the public are not permitted to put cones out on the public road reserve. The zone should alleviate parking pressures leading to this behaviour.
	Only to re-enforce how serious the parking issues are already in these streets, people are getting aggressive as residents try to protect a park outside their homes, it is not good to see. I have written twice to the council and to ATT and no response....people are putting cones out in the street every day....it's ridiculous.	
Congestion solution suggestions	Think on making cars in the city less we rely on the car too much causing everyone problems coming into and out of the city force big business to contribute to getting their work force to work via subsidising for transport or a carpool initiative paying one drivers petrol to get those in their area to work how many cars would that stop clogging our roads and housing think wheels a mobile home doesn't need permits for building temporary of course but will get some homeless off the streets and less cars that are homes off the road.	Our new bus network, streamlined HOP fares, improved train timetables and The City Rail Link (once built) will all make it easier, cheaper and more convenient to use public transport.
Council construction request	I would like the council to place a kerb crossing so I can park there like everyone else in my street has. If the council can't place a kerb crossing then I would appreciate if the permits are free of charge.	Parking across driveways is not permitted under Road User Rule 2004 para 6.9. The zone should alleviate parking pressures leading to this behaviour.
	I am still waiting for AT to repair my fence which you smashed when maintaining footpaths a year ago. PLEASE FIX MY FENCE. TV's 'Fair Go' is now involved.	This has been passed to the road maintenance team for action.
Expect non-compliance	We were informed by an Auckland Transport representative on 1 June information evening that the car park space on the opposite side of our drive (2 car space) and bus stop will be yellow lined in the future. We believe this will cause even more congestion (no one will observe these yellow lines as they do not observe parking over private driveways).	Parking officer patrol the area and can issue infringement notices.

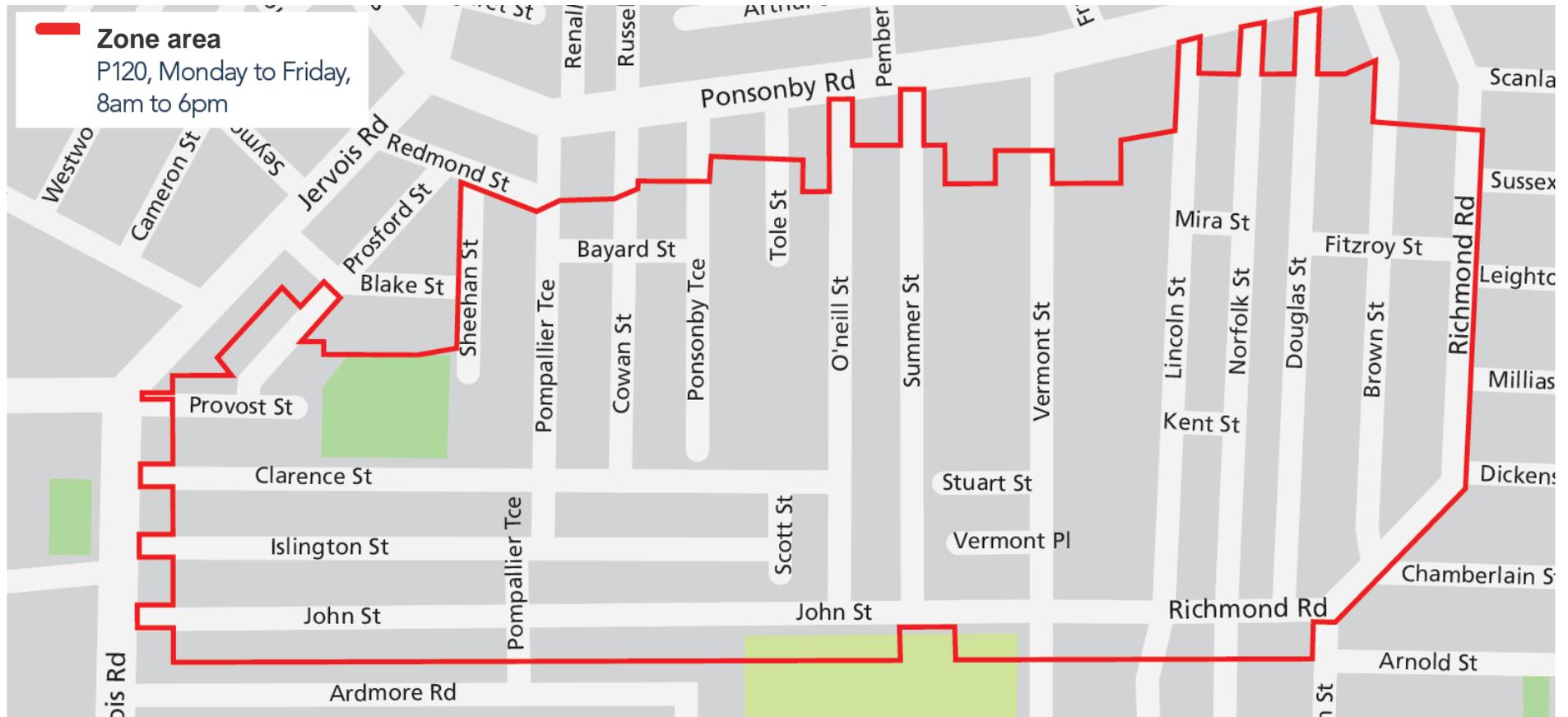
Legal driveway width allowance	<p>People building new houses are stealing street parking by creating enormously wide driveways into their garages. I think there should be a very modest maximum width for driveways. Reclaim street parking!</p>	<p>There is a maximum of 6m which is subject to a permit and approval by AT.</p>
	<p>I think that it will severely impact upon and impede businesses in the area taking away from the vibrancy of Ponsonby. I have had a long-running conflict with Auckland Transport about my neighbour who widened his driveway without prior consent. He did the work then when approached by Auckland Transport after my complaint he was allowed to file for a consent in retrospect.</p>	<p>It is difficult to comment on specific cases without more detail. We think that the zone will make it easier for residents while allowing two hour parking for visitors to local businesses.</p>
Promote alternative modes of transport	<p>Parents should be discouraged from picking up primary school children by car - it causes parking/traffic chaos and is dangerous. Walking should be promoted as a better alternative.</p>	<p>We are working with schools through the travel wise programme to promote walking and cycling.</p>
	<p>This is a densely populated residential area, and the maximum effort possible should be put into encouraging walking and cycling within the area.</p>	
Rat running behaviour	<p>John St is like a highway! And only one way in most of its length.</p>	<p>We will raise this with the Traffic Ops team.</p>
	<p>Surely the traffic flows can be changed to direct traffic away from John street which is used as a quick way from Grey Lynn to the North shore. To fit the current resident cars- people are required to park on the foot path- Yes they do this 24 hours a day. Lowering the traffic volume with make this area safer- directing traffic up ONeill street or making John Street one way would help.</p>	
	<p>The council needs to address Lincoln Street being used as a short cut by heavy vehicles between Richmond Road and Ponsonby Road. This is a residential street not intended for this purpose. The heavy vehicles start coming up the street at 4.30am daily and continue throughout the day. There is a lot of cars cutting through also through Lincoln St now and sometimes at high speeds going to work and coming home. We have two children under 4 years and have safety concerns for other locals in the street and think</p>	

	something should be further looked into in the future. Perhaps a one way at the busy intersection of John St, Lincoln St and Richmond Rd or further signage.	
Road layout suggestion	The Ponsonby Rd end of Douglas should be one-way, preferably one-way down until the first chicane or one-way up from Fitzroy to Ponsonby Rd. This will make this section safer.	We will raise this with the Traffic Ops team.
	The solution is to prevent cars turning into Douglas St from Ponsonby Rd	We will raise this with the Traffic Ops team.
Speed limit/slow traffic	Now all we need is a 30km speed limit in all residential side streets.	We will raise this with the Traffic Ops team.

7. Next steps

We expect to implement the zone in October and will inform the community closer to the date. Around the same time, a paid parking zone will be implemented along Ponsonby Road, simplifying parking for visitors to the shops, restaurants and bars.

Appendix A: Zone map



Appendix B: Frequently asked questions

Coupons:

What prevents people on-selling visitor coupons, or giving permits to their children (who don't live there, but attend Uni in the city)?

- Later this year coupons will go electronic, making it easy to identify this activity.

Would the visitor's coupons be physical?

- Initially yes. We expect them to be electronic by late-2016.

Is a residence eligible for 50 free visitors' coupons, even if they don't buy/need a permit?

- Yes.

What stops a business buying a large number of coupons daily for all of their staff?

- Nothing. However, we don't think businesses will do this.

How will the coupons be issued?

- Initially by post, until they go electronic.

Tradespeople coupons:

Will the number of tradespeople coupons be limited?

- No.

What is the definition of 'trades-person'?

- Goods and services vehicles - where regular delivery or pick-up of goods is necessary to keep businesses operating.
- Construction vehicles - maintaining or repairing Auckland's roads, footpaths and buildings.
- Exceptional service providers - delivering or collecting medical supplies or providing medical advice or treatment to people in their homes.
- Inspection staff vehicles - investigating noise, graffiti, animal or environment complaints; security firms carrying out investigations from calls received; bio-security inspections.

- Auckland Council or AT maintenance staff vehicles - maintaining or repairing plant life, street furniture, and any other council or transport assets.

Do the 'free' coupons get issued each year only once?

- Each year.

Resident parking permits:

How many permits per household are available?

- No household limit. Permits are limited to 85% of the total number of parking spaces.

Would a building that falls across two zones get two permits?

- We are not aware of any buildings that fall across two zones.

Where are we supposed to park if we are not a 'priority' and don't receive a permit, or if we can't afford one?

- We think that the scheme will provide permits for those that need them. However, parking is a consideration made when renting or buying a house. It is not always possible to park on-street.

Does a permit need to be specific to a registration?

- Yes. This lets us manage the zone using licence plate recognition technology, rather than a parking officer on foot.

If a vehicle is registered to another address (e.g. company car), can a residence still obtain a permit for it?

- Yes. Include a note from your employer.

Do I get a residents' permit if my property qualified (no off street parking), even if I don't have a car, in case I get one in the future?

- No, you will need to own a car registered to the address.

If I can't get a park on my own street, and it's not in the residential parking zone, does that mean I can't get a residents' permit?

- Yes, but we will look at expanding the zone or creating new zones if needed.

Is a non-resident landlord allowed to apply for a permit?

- No.

What happens when a tenant leaves? Is the permit transferable? Whose responsibility is it to do this (landlord or tenant)? Is there an extra cost to transfer a permit?

- Permits cannot be transferred. The tenant should cancel their permit. The new tenant can apply for a permit (\$70) if they need one.

How does it work in a flatmate situation if their name is not on the tenancy agreement or on any utility bills? Would they be able to apply for a permit?

- A bank statement could be used.

I require multiple vehicles to have a permit, however most of them are not parked on the road during the day. How would this scheme work for me?

- If you are not parking a vehicle on-street, Mon-Fri, between 8am-6pm, you will not need a permit.

How will the 85% allocation be evenly distributed across the area?

- Through the priority ranking for property types.

Why is there an 85% cap for parking permits?

- It ensures that some on-street parking should always be available.

What happens if you have a courtesy car from a mechanic: are you able to temporarily transfer your permit, or would you need to use a weeks' worth of visitor coupons?

- No, you can temporarily transfer the permit.

Would replacing a car mean getting a new permit, or could a permit be transferrable from one to another?

- You can transfer the permit to a new car.

This proposal doesn't account for a household with more than two vehicles, does it?

- There is no limit to the number of permits for which a household can apply.

Could the permits for a residence be shared amongst the cars there, or are they registration-specific?

- They are registration-specific.

Would a permit cover parking anywhere within the Ponsonby zone, rather than being limited to one's own street?

- Yes.

Would the school be issues 8 or so permits annually, for free? Would the school be eligible for unlimited coupons?

- We are engaging with schools separately to look at how their needs can be met.

Commuter/staff/patron options:

Where will the commuters park if this is implemented?

- Commuters can park outside the zone or look at other travel options.

Where will local Ponsonby staff park for work?

- Staff can park outside the zone or look at other travel options.

Where will visitors/shoppers/patrons to Ponsonby park?

- They can park anywhere within Ponsonby, including up to two hours within the zone.

Proposal operation:

Could a pamphlet or instruction guide on correct parking practice be distributed if this goes ahead?

- We will keep an eye on parking in the area. Where people are parked across driveways etc they risk an infringement notice.

Please better explain the 'registration plate recognition software': how does this work?

- Parking officers drive a car through the zone. A camera scans cars' number plates in a similar way to how the electronic toll works on the SH1. If a car has been parked for longer than two hours, the computer checks if the number plate is registered against a permit or coupon.

What does the \$70 get spent on? Can you provide a break-down of this cost? How much does it cost to administer this scheme, and how much is subsidising other initiatives?

- It covers administrative costs to process applications and manage the zone throughout the year. It does not subsidise other initiatives.

Will parking on the footpaths remain legal/be made legal/be excused for narrow roads?

- No. It impedes pedestrians, especially children, the elderly or mobility restricted.

Will this be/how will this proposal (2hr limit/ visitor coupons) be enforced?

- Parking officers will patrol the zone in a car using a camera with registration plate recognition software.

How often will an area be checked each day (for enforcement)?

- We have not yet drawn up shifts for the zone. Parking officers will patrol the zone in a car using a camera with registration plate recognition software. This will be more efficient than patrolling by foot.

What would be the punishment for overstaying/non-coupon holding visitors? (How much would the fine be? Would vehicles be towed?)

- AT does not generally remove vehicles for exceeding a time limit. Vehicles tend to be removed for being of an incorrect class, obstruction or for road safety reasons. A vehicle parked over the time limit could receive an infringement notice. More details can be found online at <https://at.govt.nz/driving-parking/parking-rules/types-of-infringements/#infringements>.

What will be done about the pick-up/drop-off situation in Clarence Street (Ponsonby intermediate around the corner; parents parking over driveways etc)?

- We will monitor the area. AT also works with schools to promote travelling to school by walking and cycling.

Proposal research:

What was the method in deciding which roads to include in this proposal? For example, Clarence Street is included and Ardmore Road is not.

Why have the following streets been excluded? Ardmore Rd; Blake St; Prosford St

- We looked at where commuter parking pressure was greatest in areas designated as residential. The zone boundary could be changed in future or new zones created in surrounding communities.

Has the proposal considered existing restrictions, narrow width and parking availability?

- The proposal responds to the current parking situation in this area, as reflected in parking surveys.

Has the proposal investigated negative implications for businesses in the area? (Will Ponsonby die?)

- The proposal lets anyone park for up to two hours. There is no reason for it to affect business. By freeing up parking, visitors to the area should find it easier to find a park.

Is everyone feeding back on this proposal aware of PPPZ?

- They may be, but this proposal is for local residents. The paid parking zone is for local businesses.

How are you going to ensure that 15% is the right percentage to accommodate visitors/trades people? What mechanism is in place to be able to flex this either up or down?

- AT has identified a number of measures if can consider implementing. If parking occupancy remained very high, for example we could review the cost of coupons.

Has AT assessed the level of commuter parking on the streets detailed?

- The survey AT completed was analysed to provide data on parking occupancy. While the survey could be analysed to indicate the number of vehicles registered from outside of Ponsonby AT has not requested this analysis. The level of complaints AT has received from residents leads us to believe that the levels would be similar to Freemans Bay were only 13% of the vehicles parked on street during the day were registered from the suburb.

Has AT done a parking availability survey for the streets detailed?

- Yes. Parking surveys have helped shape this proposal.

What alternative options have been considered?

- A do nothing approach. Instead, we are asking the community what they would like to see.

Is 'do nothing' still an option, or has the decision to proceed already been made?

- Based on community feedback, we are proceeding with a residential parking zone.

More consultation is required with meetings that run after 6pm so workers can comment.

- We held an information evening that ran until 7pm. People were also able to review the proposal online and could give feedback over a period of five weeks.

Exemptions?

What happens to cars parked off-street on the access by the grass kerb? Do they need permits? They are not on the street, but are not blocking pedestrians.

- Parking in such a manner is illegal and deemed to be obstructing a vehicle entrance.

Could there be exemptions made for all-day parking (e.g. Community Centre classes)?

- No. People attending all day classes should park outside the zone or consider other travel options.