

RTV-075 – Introduction of Paid Parking in Parnell

Feedback Summary and Response

Category	Theme	Auckland Transport's (AT) Response
Residential parking permits	Paid parking unwarranted on residential streets.	AT does not consider this area to be a residential street. This precinct is zoned as Mixed Use Business and while there are residential elements, the focus is on business elements.
	All streets with residential buildings on should be covered under the Parking Residence Scheme.	AT tends not to propose residential exemptions in Business Mixed Use areas as the focus is on business and most residential elements tend to provide off street parking. Residential parking schemes tend to focus on fringe suburbs with no off-street parking which are under pressure from CBD commuter parking, such as Freemans Bay in Ponsonby or other areas of Parnell.
	Inconsistent that part of Cleveland Road has residential parking, but the other part will be paid parking - all Cleveland Road should have residential parking	Cleveland Road has been separated based on the unitary plan which is part Business Mixed Use and part Residential. There are a small number of residential properties west of the junction with Balfour Road which have been included within the residential zone.
	Residents should not be punished when parking issues are caused by commuters behaviour and developers' poor urban planning	AT has a role to balance the many differing, and often conflicting, demands on on-street parking. This will often mean that we are not able to meet all the requests. In the case of this precinct, we are of the opinion that the focus should be on short-term parking for customers. As noted above our surveys have indicated a low use of on-street parking by residents during the working week.
	Residents should be given visitor parking coupons	These are only provided in residential parking zones. Visitors will be able to use the paid parking which will not be operational at weekends or after 6pm during the week.
Loss of parking	Insufficient parking has been supplied for residents of multi-unit apartment buildings.	It is generally accepted that the best use of scarce and valuable land is not in unoccupied parking spaces and it is increasingly the case that inner city tenants do not require parking spaces. It is the responsibility of the tenant to ensure that they have sufficient parking to meet their needs and AT would not advise relying on on-street parking, as this is a public asset and can be subject to change or removal.
	Parking required for visitors of residents.	This proposal accommodates parking for visitors.
	Add more parking buildings.	AT has no plans to consider a car park building in this area.
	Students can't afford to pay for parking, the college does not provide parking.	Out of scope of this project.
Proposed changes won't solve parking issue / time limit restrictions would be more effective	P60 or P120 time restrictions would stop all day commuter parking.	Time restrictions generally have limited impact on parking availability. While such a restriction would eliminate commuters who are unable to return to their vehicle, this does not stop other commuters in the area from doing the same. This leads to avoidance as groups come out after two hours and shuffle their vehicles around. The prime objective of creating parking availability for others is not achieved, and parking occupancy remains high. Paid parking is far more effective at controlling this behaviour. While it allows all day parking, it does so on the basis that the user pays, which AT believes is a more effective deterrent.
	Request a maximum time limit of 2-3 hours or people can still park all day.	AT does not feel that this is an effective way of managing parking as numerous tactics are used to avoid the maximum time restriction. AT feels that it is better to allow customers to pay for the parking they require.
	\$45 for the day will not deter people from parking all day.	AT operates demand responsive pricing and can adjust the price to ensure levels of availability.

	Active enforcement is required, otherwise people will ignore the new restrictions.	AT will undertake enforcement patrols as part of its normal work.
	Leave the angle parking on The Strand as P30 as this ensures a high turnover	AT appreciates that removal of the time limits means that there is a risk turnover may reduce, but occupancy levels should also fall accordingly, compensating for any reduced turnover. Also, the first 10 minutes are free and this will be clearly communicated.
Fear of parking migration to other streets	Expand the scope to Stanwell Street, Balfour Road and Gladstone Road to avoid a knock-on effect.	These roads are part of the residential parking zone.
Lack of alternative options offered	No alternative parking offered for residents and staff.	It is not the responsibility of AT to provide parking for either residents or staff. It is important to note that this proposal does accommodate both groups of customers.
	Inadequate public transport servicing the area.	Public Transport is improving, and this location has easy access to bus routes and the train network through Parnell.
	Introduce more park and ride areas around Auckland, and encourage their use by discounts on AT Hop cards.	Out of scope of this project.
Negative effect on businesses	Detrimental impact on staff parking, which will make recruiting workers to the area harder.	AT feels that there are alternative options for staff to travel to work with close access to bus routes and the train network. AT is happy to work with businesses through its Travel Demand team to identify these alternatives.
	Staff parking permits should be provided.	It is not the responsibility of AT to provide parking for staff.
	Customers less likely to visit if having to pay for parking.	Experience shows that this is not the case and that customers are more frequently less likely to visit if there is no parking available or is difficult to access.
	Cost of parking is too high, it will discourage customers.	The tariff is structured so that the first two hours are at a cheaper rate to encourage short term parking. The policy of demand responsive pricing allows AT to reduce the price to achieve the 85% level of occupancy it is seeking.
	Proposal is extreme and does not support short visits from clients.	AT disagrees with this stance.
Inaccurate data	Majority of parking is used by residents and staff, not commuters.	The occupancy survey that AT undertook, as well as analysis of the registration plates, did not support this assertion, with only 2% of the vehicles registered to properties from the immediate area.
	Majority of parking is used by tenants sharing residential apartments, so vehicles won't show as being registered, hence your low residential usage stats.	While we appreciate that there may be some vehicles where tenants have not changed their registration details, AT does not feel that this will be extensive.
	Current car parking situation is aggravated by the presence of numerous construction projects which take up much of the parking, but this is only temporary.	AT is of the opinion that once the construction traffic dissipates then the available capacity will be immediately taken up as new businesses and staff relocate into the area. AT feels that we need to put measures in place to address this. This will also address the inevitable displacement of parking from the adjacent residential zone.
	Majority of business's in the area are not customer focused, and therefore do not rely on short term parking, and those that do have private car parks.	We would disagree that there is no short term customer demand with many new cafes, restaurants and furniture stores. Paid parking with no time limits accommodates all demand for on-street parking.
City Hop car space	Object City Hop space - subsidising a privately owned company with ratepayer money.	The car share scheme offers an alternative for those who do not wish to own a vehicle but who may need access to one. Such schemes have seen considerable success around the world and are proving increasingly popular in Auckland. AT feels that this scheme is a close fit with its own objectives and retains ownership of the parking space at all times.

Safety/congestion issues	Congestion on streets like Farnham, Cleveland and Churton needs to be investigated, parking should not be allowed on one side so that it can operate properly as a 2-way street.	These requests are out of scope of this project, which is focused solely on parking issues, and will be passed onto the appropriate department within AT to investigate.
	Traffic lights required to control the right turn into The Strand.	
	St Georges Bay/The Strand intersection is very dangerous.	
	Streets like Garfield and Farnham should have parking removed from one side to ease congestion.	
	A safe place to cross St Georges Bay Road is required.	