

Auckland Transport
Mt. Eden Village
parking review report
2016-17



Nazim Molla
12/15/2017

Table of Contents

1.	Introduction	2
1.1	Background	2
1.2	Scope and exclusion.....	2
1.3	Study Area	3
1.4	Parking Stock.....	5
1.5	On-Street parking.....	5
1.6	Off-street parking.....	7
2.	Strategic context	8
2.1	The Auckland Plan.....	8
2.2	The Auckland Unitary Plan	8
2.3	Parking Specific Provisions for Mt Eden Village under the Auckland Unitary Plan	9
2.4	The Auckland Transport Parking Strategy.....	9
2.5	Albert-Eden Local Board Plan	10
2.6	Public transport connectivity	10
3.	Existing parking utilisation	12
3.1	Survey Methodology.....	12
3.2	Parking Occupancy – outside the core study area.....	12
3.3	Parking Occupancy - Core study area	13
3.4	Parking Infringements.....	16
3.5	Parking questionnaire	17
3.6	Summary of current situation in Mt Eden Village.....	18
4.	Recommended Parking Improvements	19
4.1	More efficient use of existing parking resources.....	19
4.2	Essex Road car park.....	20
5	Budget Implication.....	22
6	Monitoring and review	22

1. Introduction

Mt Eden Village is located in the central part of Auckland and classified as a Local Centre in the Auckland Unitary Plan (AUP). It is an established town centre characterised by the commercial strip along Mount Eden Road that serves as a focal point. There is a range of retail and business activities in Mt Eden including health professional services, fashion retail, café, bars restaurants and entertainment. It is also a key centre for art and cultural activities due to its distinctive local heritage

1.1 Background

Mt Eden Road is classified as a Secondary Arterial Road in the draft Integrated Transport Programme and runs right through the village centre. The village is well connected by public transport network and is identified as a cycle connector on the Auckland Cycle Network. Land use within the centre is predominately mixed use in nature. The Auckland Unitary Plan allows increased density over much of the surrounding residential areas, which will lead to future growth and added demand on existing resources.

The purpose of this parking review is to provide guidance on parking management within the Mt Eden town centre to support existing activities and future growth.

Auckland Transport (AT) Parking Design has a programme for town centre parking reviews. The Mt Eden Village parking study is one of a number of town centre reviews for which parking plans was prepared in the last financial year.

1.2 Scope and exclusion

The scope of the Mt Eden Village parking review was to:

- (i) Review the existing parking demand and determine the public parking supply in Mt Eden Village.
- (ii) Identify the location and nature of parking problems.
- (iii) Identify and evaluate potential measures to address the problems and improve the overall parking management.
- (iv) Recommend specific short to medium term options for optimal parking management in the area.

The development of the Mt Eden Village parking review involved:

- (i) Parking utilisation and turnover survey
- (ii) Local business perception survey
- (iii) Consultation with internal and external stakeholders (the Albert-Eden Local Board and the Mt Eden Village Business Association).
- (iv) Public transport info
- (v) Infringement data analysis

Privately owned and controlled parking provision was not included in this review.

1.3 Study Area

Figure 1 shows the parking plan of the study area. All the on-street parking spaces within the highlighted area were included in the parking surveys. The study also included off-street public car parking areas located within the above-mentioned area.

Figure 1 – Mt Eden Town Centre Parking Review study area



The study area was further divided into two sections for better analysis as illustrated in Figure 2. The one within the yellow boundary primarily represents the Mt Eden Village Business Improvement District (BID) area covering all the existing parking controls. The area outside the yellow zone is mainly residential in nature with unrestricted on-street parking.

This study will mainly focus on the core study area that is the section within the yellow boundary in Figure 2.

Figure 2 – Mt Eden Town Centre Parking Review detailed study area

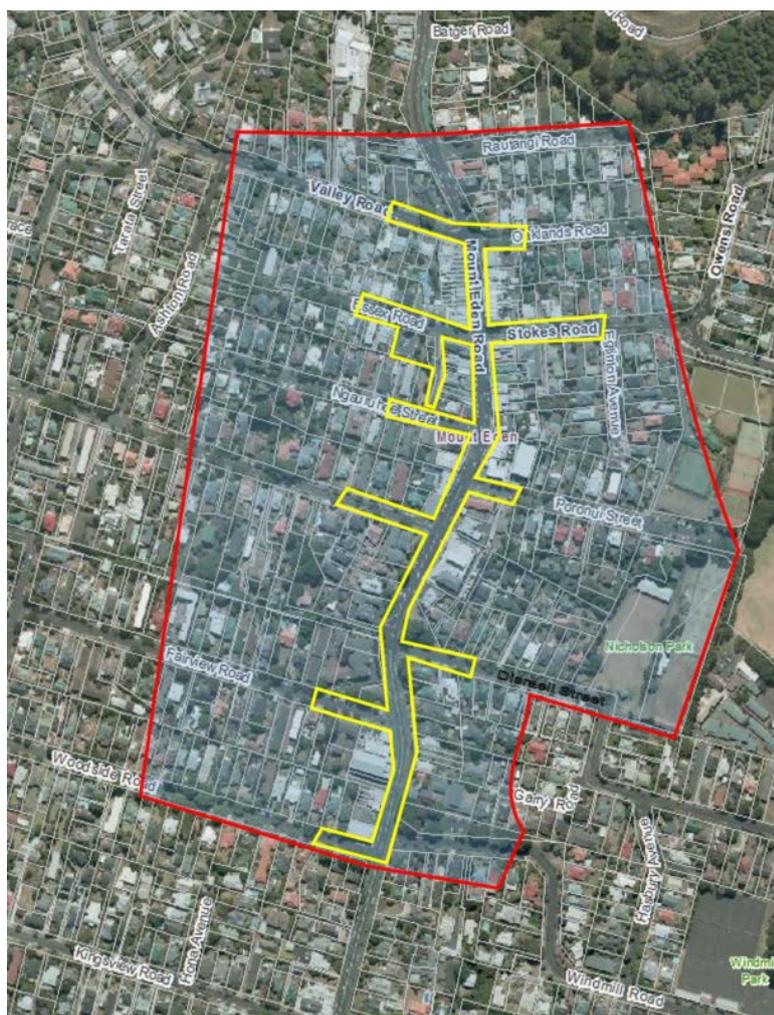


Table 1 - List of streets and car parking areas included in the study

On-street parking	
Mt Eden Road (property no. 385 to Woodside Rd)	Ngauruhoe Street
Rautangi Road	Poronui Street
Oaklands Road	Grange Road (Mt Eden Rd to property no. 34)
Valley Road (Mt Eden Rd to Ashton Road)	Disraeli Street (Mt Eden Rd to property no. 25)
Stokes Road (Mt Eden Rd to Owens Road)	Fairview Road (Mt Eden Rd to property no. 20)
Essex Road	Windmill Road (Mt Eden Rd to property no. 17)
Eglinton Avenue	Woodside Road (Mt Eden Rd to property no. 24)
Newnham Lane	
Off-street parking	
4-8 Essex Road (AT's jurisdiction)	Windmill Green car park (2 Windmill Rd under AC)

The table above lists all the streets and off street car park locations within the study area.

1.4 Parking Stock

The commercial and retail activities in Mt Eden Village are supported by on-street parking, Auckland Council (AC) and AT managed off-street car parks and private on-site parking provided as part of individual developments/buildings. AT’s direct management of existing parking resources is largely restricted to the operation, maintenance and enforcement of one at-grade car parking areas and on-street parking within the study area.

A summary of the existing public parking supply within the core study area is shown in table 2 as below:

Table 2 Summary of parking supply in yellow zone

Parking type	Number available	%
Public on-street	285	89
Publicly available off-street	37	11
TOTAL	322	100

It indicates that public on street parking accounts for majority of the existing parking supply in the town centre. These parking facilities provide a mixture of short and long stay spaces and are distributed across the study area.

In addition, 561 unrestricted public parking supply is available outside the core area including 57 parking spaces located in the Windmill Green car park.

1.5 On-Street parking

On street parking is available along most of the streets within the study area. There are 285 parking spaces; approximately 20% of these are still unrestricted. Parking restriction ranges from P5 to P120 with unrestricted spaces generally available further away from the town centre. Mobility parking spaces and loading areas are generally well distributed across the study area.

Figure 3 provides a breakdown of the parking restriction types within the core study area.

Figure 3 – Break-down of parking restriction types in the core area

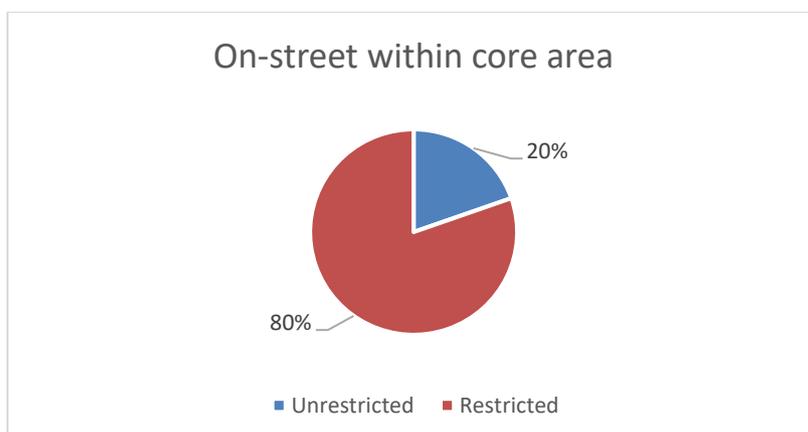


Table 3 Summary of on-street parking supply (core area)

On-street parking	No. of Parking Spaces	P5	P30	P60	P120	Mobility	Taxi	Loading Zone	Unrestricted
Disraeli St	7			3					4
Essex Rd	42		10	22					10
Fairview Rd	29			18					11
Grange Rd	14			11		1			2
Mt Eden Rd	91		68		14			2	7
Newnham Ln	8				7	1			
Ngauruhoe St	29			27		2			
Oakland Rd	8			2			2		4
Poronui St	13			8		1			4
Stokes Rd	17	3		14					
Valley Rd	14								14
Woodside Rd	13			13					
Total	285	3	78	118	21	5	2	2	56

Figure 4 - On-street parking restrictions breakdown (core area)

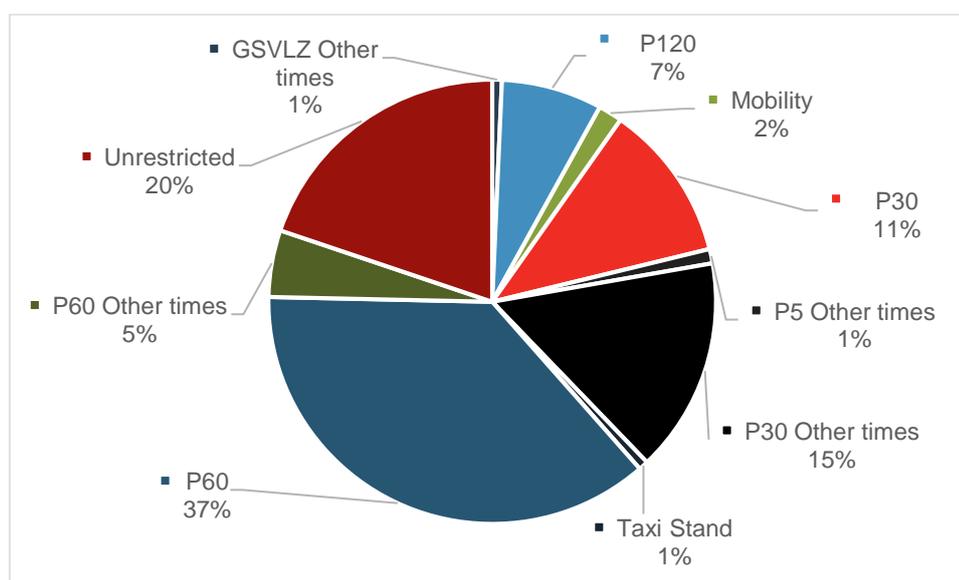


Figure 4 above provides a breakdown of on-street parking restrictions. Different time limits are used in the village. The predominant restriction along Mt Eden Road is P30. Essex Road and Stokes Road has a mix of P5, P30 and P60 time restrictions. Mobility parking spaces are located on Grange Road, Newnham Lane, Ngauruhoe Street and Poronui Street. Couple of loading zones are located on Mt Eden Road and a Taxi stand is positioned on Oaklands Road. Rest of the core area mainly comprises of P60 and P120 parking time restrictions. Morning and afternoon peak hour bus lanes and clearways operates in Mt Eden Road and Stokes Road.

Several unrestricted parking spaces within the core study area spreads all over and majority of it being in Essex Road, Valley Road and Fairview Road.

1.6 Off-street parking

Two at-grade public car parks provide 94 parking spaces within the study area. Essex Road carpark (37 spaces) is managed by AT which comprises of one mobility parking space and the remaining have P120 time restriction control.

Windmill Green carpark is under Auckland Council jurisdiction and apart from one mobility parking restriction, the rest 56 spaces are unrestricted. Both car parks are open for public parking.

Table 4 Summary of off-street parking supply

Off-street parking	No. of parking spaces	P120	Mobility	Unrestricted
Essex Road car park	37	36	1	
Windmill Green car park	57		1	56

The above table provides a breakdown of off-street parking restrictions. The majority of shoppers and visitors parking activity is focused at 4-8 Essex Road car park, which caters for short stay parking demand. The other car park at 2 Windmill Road is mostly unrestricted and used for all day parking by commuters and local staff.

Figure 5 Parking restriction layout

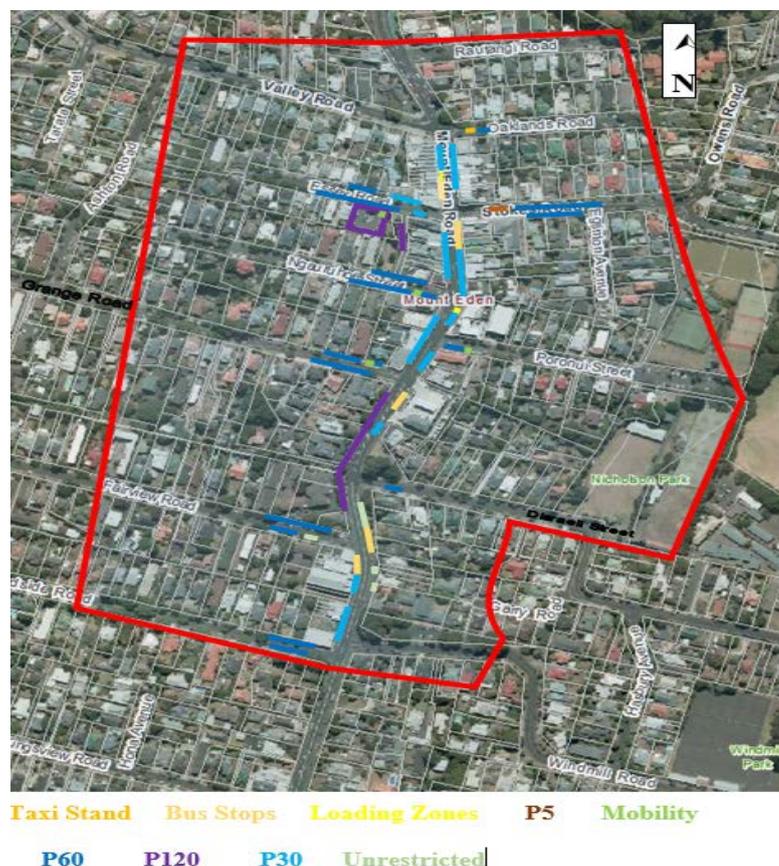


Figure 5 indicates the current parking layout in the study area.

2. Strategic context

This section summarises the main observations and comments on the general policy situation and planning context related to parking in Mt Eden Village.

2.1 The Auckland Plan

The Auckland Plan sets out the 30-year spatial framework for the growth and development of Auckland to become the world's most liveable city. Over that period, Auckland is expected to grow by around one million people. The Plan sets a number of targets that Auckland Council wants to achieve, including increasing public transport mode share, reduced greenhouse gas emissions, improved accessibility, lower congestion for public transport, and travel timesaving. Under the Auckland Plan, parking supply and pricing should:

- Facilitate safe and efficient access to land use activities.
- Reduce car travel to contribute to reduced energy consumption and climate change mitigation.
- Support development and economic activity in growth centres.
- Reduce dependence on car travel.
- Support the transformation of the public transport system.

Further, the location, design and management of parking facilities should enhance walkability, especially in metropolitan and town centres.

2.2 The Auckland Unitary Plan

The Auckland Unitary plan is a key tool for implementing the Auckland Plan, the 30-year vision and the spatial plan to make Auckland the world's most liveable city. Parking is an essential component of Auckland's transport system as it can have major implications for the convenience, economic viability, design and layout of an area. It is important that parking is managed and provided in a manner that supports urban amenity and efficient use of land. Parking can also be managed to have a significant influence on reducing car use, particularly for commuter travel. This in turn reduces the growth in traffic, particularly during peak periods, and helps achieve a more sustainable transport system.

Mt Eden Village is classified as a Business Local Centre in the Auckland Unitary Plan. A small area of the local centre zone forms the core of the village area with a spread of business mixed use one block to the north and two blocks south of the village. Much of the residential land behind the village is zoned as Mixed Housing Suburban. There is potential for the population density to increase within this zone to roughly double the existing situation.

2.3 Parking Specific Provisions for Mt Eden Village under the Auckland Unitary Plan

Mt Eden Village is zoned as a Business Local Centre under the Auckland Unitary Plan. This means that within the town centre parking maximums apply, whilst parking minimums do not apply. Parking maximums specify the maximum amount of parking which is permitted in association with an activity or development. This means that for new developments in Mt Eden Village, the owner or developer can choose to provide parking up to but not in excess of the maximum rate. The owner or developer can also choose to provide less than the maximum or, no parking.

From a parking design perspective, the implementation of parking maximums within the village makes it important that the existing public parking is used for productive purposes and managed more efficiently. This parking demand for public parking could be greatly increased if future developments include a reduced level of off-street parking which they are permitted to do under the Unitary Plan.

2.4 The Auckland Transport Parking Strategy

The Auckland Transport Parking Strategy sets out the framework for the provision, management and pricing of parking and park and ride facilities. It takes into consideration the current and emerging issues and trends impacting on the on street and off-street parking provision in the city centre, metropolitan and town centres and on the arterial and local roads. The regional and local contexts upon which the objectives of this strategy are set are the Auckland Plan and the Regional Public Transport Plan.

The AT Parking Strategy usefully defines AT's future role in meeting the parking demands of centres, and sets clear criteria for investment and divestment decisions for on-street and off-street parking. In the Mt Eden Village local centre context, the key policies that will apply are summarised as follows:

- Policies 1B and 2A set a target of 85% occupancy for on and off-street car parks. Demand management settings aimed at achieving this occupancy rate ensure that the parking resource is well-utilised whilst ensuring spaces remain available;
- Policy 1, 2B and 6 states that the management of on street and off-street parking will increasingly prioritise short-stay parking over long-stay commuter parking. The rationale for this position is that short-stay parking supports a range of economic activity at different times of the day (e.g. shopping and dining trips), while the provision of abundant commuter parking by AT effectively competes with the public transport offering and contributes to peak-hour congestion;
- Policy 1C sets criteria on how and when to adopt a demand responsive priced parking management framework for parking. It means that the prices charged will be adjusted based on parking demand and can be adjusted up or down with a goal of maintaining 85% occupancy at peak times;
- Shift focus from on-street commuter parking to short-term parking in the city centre, metropolitan and town centres in support of increasing public transport patronage;

- Policy 4A sets standards around the management of kerbside parking on arterial roads. It prioritises the safe and efficient movement of people and goods, improve the speed and reliability of public transport along the Frequent Transit Network (FTN). This can be achieved by the application of parking restrictions to enable AT to provide available limited parking resources to all road users in a reasonable manner;
- Ensure safe access to and from off and on-street parking and loading facilities by complying with the Auckland Transport Code of Practice (ATCOP);
- To ensure fair and equitable access to parking

2.5 Albert-Eden Local Board Plan

The Albert-Eden Local Board Plan (2017) ties in with the overall vision of Auckland. The plan takes into account the outcomes outlined in the 30-year Auckland Plan to help deliver its local vision. Few of the Local Board outcomes that are relevant to transport and parking are as below:

- Has thriving town centers and growing local economy.
- Supporting Economic development and future economic growth
- Travelling around Albert-Eden is safe and easy

One of the key initiatives is to advocate AT for high-quality public transport infrastructure, such as light rail along Dominion Road, Sandringham, Mt Eden and Manukau Roads. Parking will be one part of the overall transport infrastructure to ensure diverse community needs are met.

2.6 Public transport connectivity

Table 5 – Different bus routes through the village

Service number	Section	Peak Hour (7am - 7pm)	Off peak hour	Other comments
274	Three Kings to Britomart via Mt Eden Village	3-5 mins	20 mins	
277	Waikowhai to Britomart via Three Kings and Mt Eden Village	10 mins	30 mins	
SkyBus	Auckland Airport to Britomart via Mt Eden Village	10 mins	15 mins	Every 30 min between 9.05pm to 4am
Outer Link	Goes around inner suburbs via Mt Eden Village	15 min	15 mins	

Public transport connectivity to Mt Eden Village is limited to buses. However, Mount Eden Road is identified as a cycle connector on the ACN program and is part of the Frequent Network in the bus network programme. Therefore, the bus frequency is good and can be a viable option for workers and visitors to the area. Different services indicated in table 5 connects Mt Eden Village with other suburbs and Auckland CBD.

While there is no rail line along the Mt Eden Road Corridor, the Mt Eden Station provides access to and from the Western Line running between Waitakere and Newmarket. The importance of Mt Eden train station will potentially increase with the completion of the City Rail Link project.

Figure 6 – Outer Link bus route

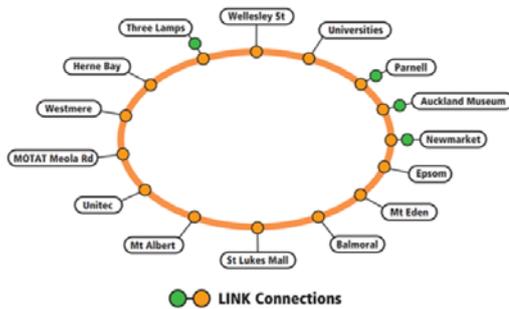


Figure 7 – bus route 274, 274 and sky bus to the airport

Legend

- Bus routes: 274, 277
- Bus station
- Bus terminates here
- Ferry terminal
- Train station

Monday to Sunday including public holidays

City to Airport		Airport to City	
Time	Estimated Frequency	Time	Estimated Frequency
4am to 7am	15 mins	4.45am to 7am	15 mins
7am to 7.20pm	10 mins	7am to 7pm	10 mins
7.35pm to 8.35pm	15 mins	7pm to 8.15pm	15 mins
9.05pm to 4am	30 mins	8.45am to 4.45am	30 mins

Note: Departures between 10.30pm and 4am travel via the domestic terminal on request only. First bus from domestic terminal 6.05am.

Between midday and 7pm Monday to Friday a connecting shuttle operates every 10 minutes between the Downtown stop on Customs St East (Mercure Hotel) and 380 Queen St (Town Hall stop)

Buses to and from the airport alternate travel between Mt Eden Rd and Dominion Rd.

Travel time between the city and airport takes between 45 minutes and an hour. Please allow extra time during peak times.

Pick up points to the Airport		Drop off points to the city	
via Mt Eden Rd	via Dominion Rd	via Mt Eden Rd	via Dominion Rd
Customs St East (Mercure Hotel)	64 Hobson St	Three Kings Plaza	993 Dominion Rd
64 Hobson St	380 Queen St (Town Hall)	909 Mt Eden Rd	591 Dominion Rd
490 Queen St	Symonds St overbridge	581 Mt Eden Rd	215 Dominion Rd
opposite 157 Symonds St		415 Mt Eden Rd	421 Queen St
via Mt Eden Rd	via Dominion Rd	Mt Eden Rd by train station	
Mt Eden Rd by train station	270 Dominion Rd	157 Symonds St	
Opposite 459 Mt Eden Rd	660 Dominion Rd	83 Symonds St	
588 Mt Eden Rd	1248 Dominion Rd	380 Queen St (Town Hall)	
822 Mt Eden Rd		237 Queen St	
Three Kings School		175 Queen St	
		99 Queen St	
		Customs St East (Mercure Hotel)	

For details on fares and to purchase tickets online visit skybus.co.nz
 Tickets can also be purchased from the SkyBus kiosks at the airport terminals or from the driver.



3. Existing parking utilisation

3.1 Survey Methodology

International best practise suggests that a target occupancy for on-street parking is 85%. AT will apply various parking restrictions to achieve a target peak occupancy rate (the average of the four highest hours in a day) of 85% for on-street parking. This means that the parking resource is well used but people can still easily find a space, thus reducing customer frustration. In other words, one parking space in every seven should be vacant. When peak-parking occupancy is regularly above 85%, AT will recommend a change to the parking management approach. This is a recognised international approach to the management of on-street parking.

A parking survey of Mt Eden Village was conducted between 8am and 7pm on:

- Saturday 5 November 2016;
- Tuesday 8 November 2016 and
- Thursday 10 November 2016

Weather conditions were fine during all survey days and no special events were observed. Vehicle number plates were recorded every 30 minutes in the core area and every three-hour interval in all other parts of the study area.

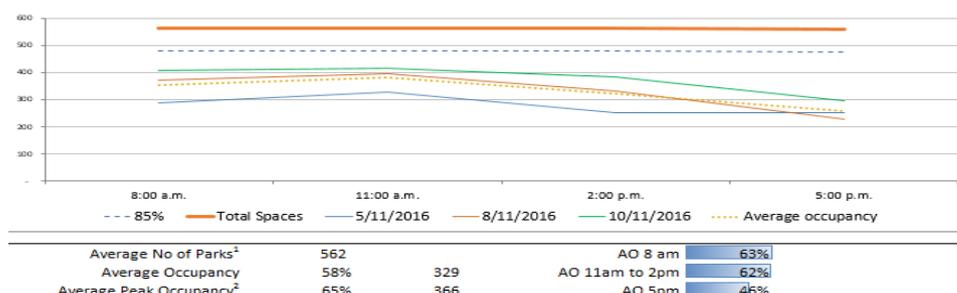
Trained surveyors walked predetermined routes, using electronic tablets to capture this parking data. Street, section, side and restriction split the data. Each parking space was retrospectively geocoded.

3.2 Parking Occupancy – outside the core study area

This segment of the report will briefly discuss about the section outside the core area followed by detailed analysis of the core study area.

Figure 8 reflects the parking occupancy of the area outside the core study area which is mainly residential in nature but within close proximity to the town centre.

Figure 8 - Parking occupancy outside the core area



Main findings:

- Overall parking utilisation in this section did not reach the 85% occupancy level during the survey period.
- The Average Occupancy (AO) was 58% and Average Peak Occupancy (APO) - which is the average of four busiest hours - reached 65%.
- Weekdays with an APO of 71% was busier than the weekend of 54% APO.
- The average length of stay during weekdays was around 6 hours, whereas on weekend it was just below 5 hours
- APO was over 85% in Essex Road, Grange Road, Valley road, Eglinton Ave, Oaklands Road and Poronui Road during weekdays. Ngauruhoe Street was at 81%
- APO stayed over 90% in Oaklands Road, Eglinton Avenue and Poronui Road on Saturday in comparison to other streets where the occupancy fell below 70% over the weekend.

3.3 Parking Occupancy - Core study area

Figure 9 - Parking occupancy of the core study area

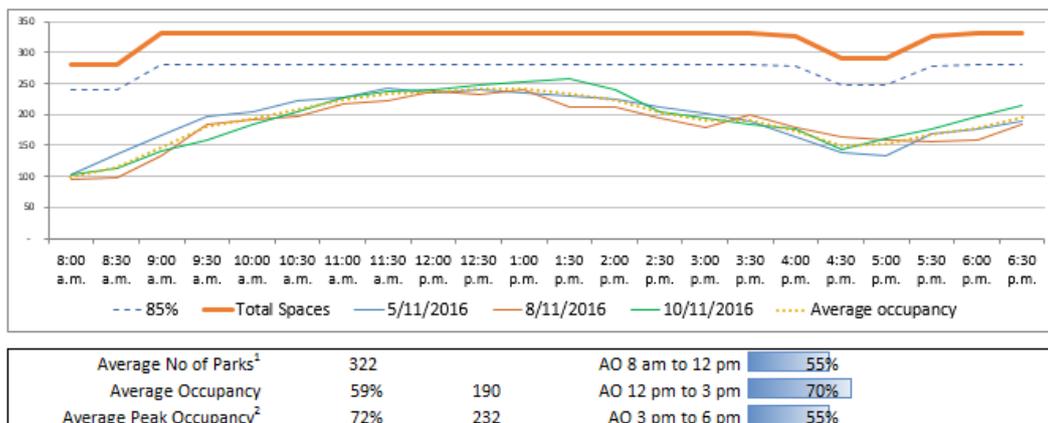


Figure 9 above contains all the parking supply within the core study area including the total on street and off-street parking stock. Over 82% of the parking, supply in the area is restricted and the remaining is unrestricted with majority of it being in Essex Road, Valley Road and Fairview Road.

Overall parking utilisation within the Mt Eden Village area did not reach the optimum 85% occupancy level during the survey period. The average occupancy was 59% and the average peak occupancy was 72%. The demand for parking on weekdays in comparison to weekend was consistent as indicated in figure 9.

Parking demand peaks around 11am and sustains at those levels until 2pm. The demand drops slightly after this time but stays at reasonable levels until 4pm. This shows there is steady flow of visitors throughout the day with 11.30am to 2pm being the busiest period on weekdays. Parking demand on Saturday was quite similar to the weekdays.

Figure 10 – Parking occupancy of time restricted areas (core)

Occupancy Summary of restricted area in TC					
Streets	Num of spaces	APO (Weekdays)	APO (Sat)	AO (Weekdays)	AO (Sat)
Essex Rd	32	81%	87%	56%	58%
Essex Rd carpark	37	94%	93%	72%	62%
Grange Rd	12	77%	75%	60%	48%
Mt Eden Rd (Oakland-Grange)	52	64%	74%	49%	60%
Newnham Lane	8	94%	100%	80%	79%
Ngaruhoe St	29	75%	79%	62%	67%
Oaklands Rd	4	63%	81%	39%	55%
Poronui St	9	92%	100%	66%	87%
Disraeli St	3	92%	75%	64%	38%
Stokes Rd	16	80%	85%	60%	70%
Mt Eden Rd (Grange-Woodside)	37	67%	49%	50%	36%
Fairview Rd	18	55%	60%	41%	39%
Woodside Rd	13	56%	60%	38%	42%

Figure 11 – Parking occupancy of time restricted areas (core)

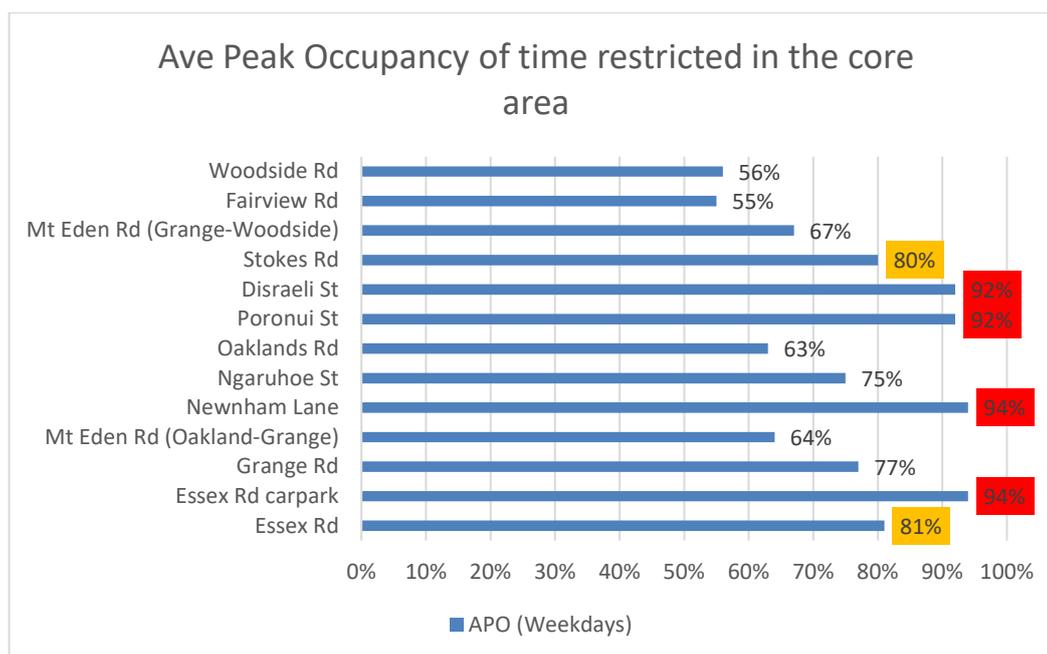


Figure 10 and 11 illustrates that the demand for parking in the existing time restricted areas is highest in the Essex Road car park followed by Newnham Lane, Poronui Street and Disraeli Street where the APO was over 90%. However, the average occupancy was around 57%, which reflects that the parking availability outside the peak hours is not an issue within the core study area.

Figure 12 below shows that majority (40) of the unrestricted parking spaces within the core study area closer to the main business hub was almost at capacity and is quite consistent in its usage right through. The average length of stay in the unrestricted spaces was around 3 hours.

Figure 12 – APO vs AO of unrestricted parking spaces (core area)

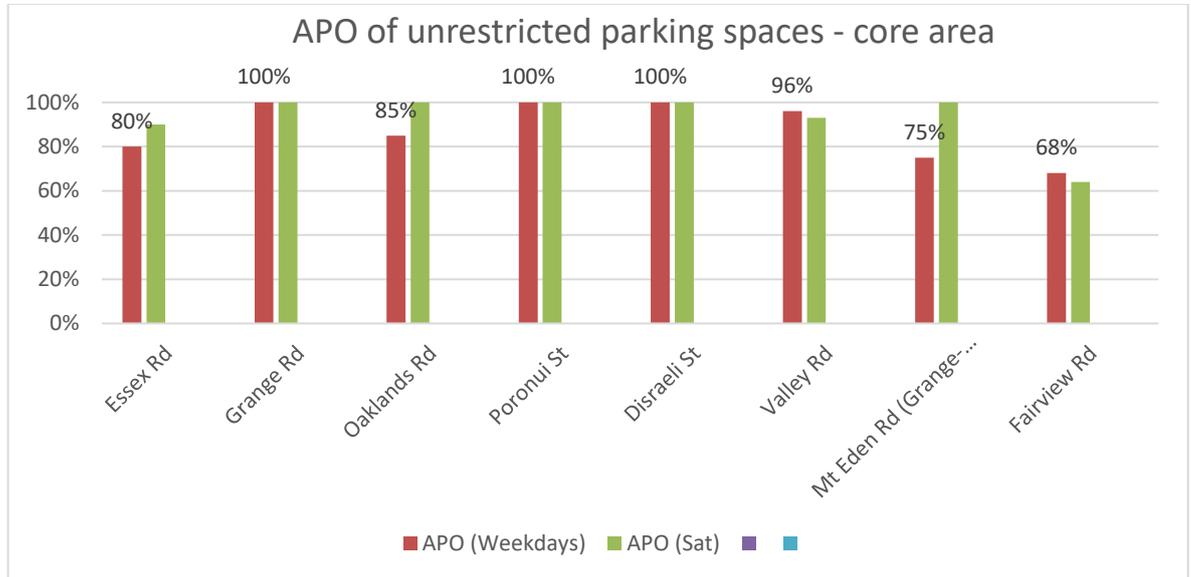
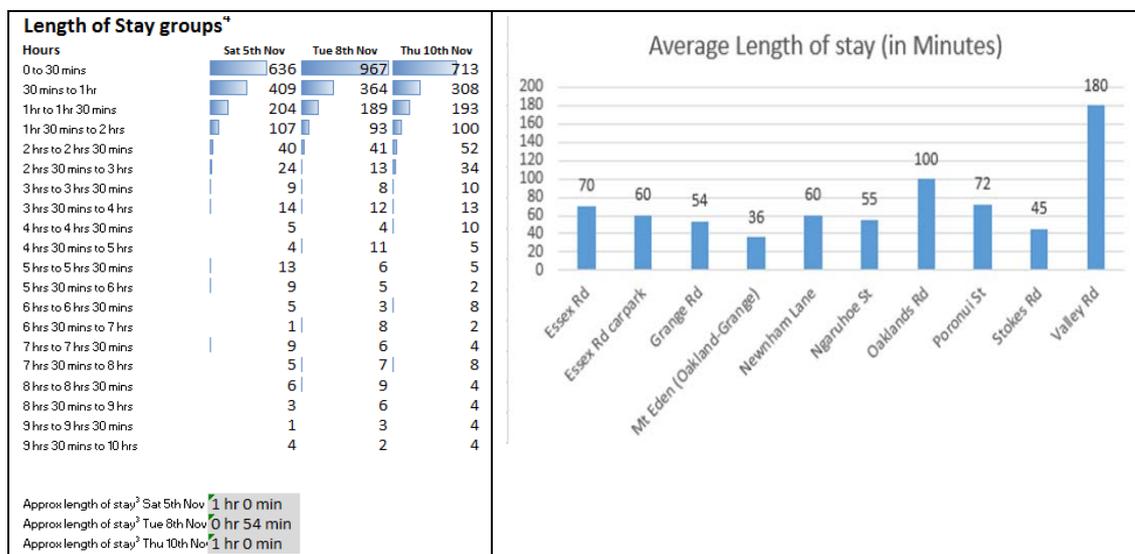


Figure 13 indicates the length of stay in the core area most of which is time restricted. Average duration of stay is around 1 hour and approximately 90% of vehicles in the town centre parks for 2 hours or less. Valley Road in unrestricted and hence the average length of stay is around 3 hours.

The study also found that on average vehicles parked for one hour in the village. This suggests that the existing 30-minute time limit on Mt Eden Road in the main hub of the village often does not meet visitors' parking needs.

Figure 13 – Average length of stay in the core area

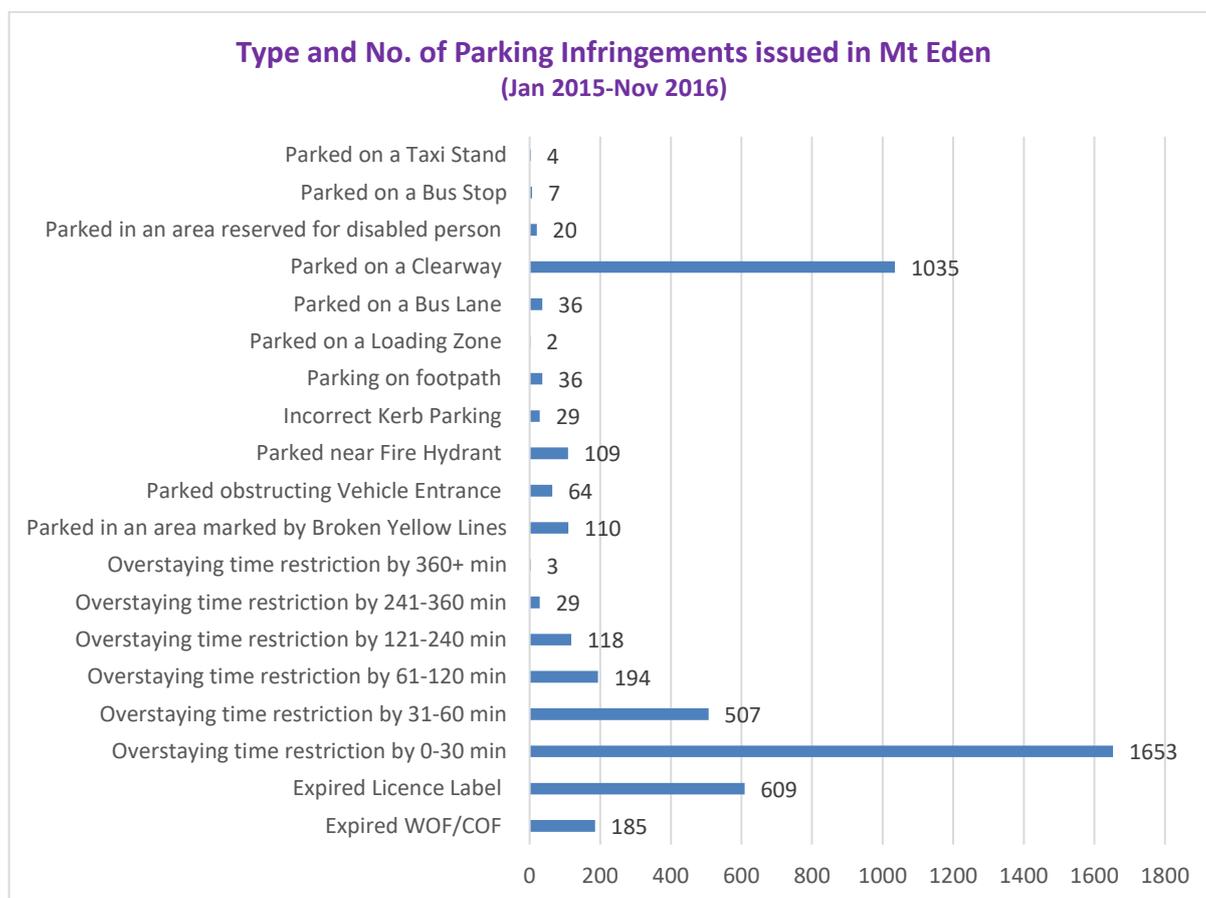


3.4 Parking Infringements

Parking enforcement plays an important role in promoting road safety; maintain access and compliance of parking controls. It is critical for short-stay users in Mt Eden Village that an adequate level of parking availability is maintained close to desired areas for visitors. The enforcement of parking controls promotes turnover of parking, discourages long-stay users from using these parks and leaving them open for short-stay visitors.

Figure 14 below provides the details of various types of infringements issued in the Mt Eden Village from 1 January 2015 to 30 November 2016.

Figure 14 Parking infringement data from 1 January 2015 to 30 November 2016



In total, 4750 parking infringements issued during this period, approximately 92% (4375) of these issued for on street parking and remaining in off-street parking areas (375). Around 53% of the total number of infringements issued for parking over the time limit and over 86% of this issued for overstaying the time limit for up to 60 minutes.

Although it is difficult to ascertain how many of these are issued to employees in the area who tend to park in restricted areas closer to their work place it is safe to assume that a large proportion of these infringements were issued to business customers who wished to stay longer in the area. Time restrictions, especially shorter like P30 can force clients to cut short their visit that may have an adverse effect on the local economy.

The highest incidence of infringements occurred on Mt Eden Road and on side streets such as Stokes Road, Ngauruhoe Street and Essex Road including the Essex Road car park. These streets considered desirable for the visitors to the village.

The second highest infringement notices issued to vehicles parked during the clearway operational times in the area followed closely by the expired licence label offence.

A high incidence of illegal parking on broken yellow lines, footpath, incorrect kerb parking, parking in a mobility space and near fire hydrants occurred. This indicates that some visitors to the area choose to park illegally and risk an infringement if it means they can park closer to their destination, instead of parking further away and walking a short distance.

3.5 Parking questionnaire

Auckland Transport in conjunction with the Mt Eden Village Business Association developed a questionnaire to canvass businesses in the study area on parking issues. Online feedback form on AT's website was setup for businesses to provide their feedbacks. Hard copies made available as well for those who preferred that way. The Business Association delivered the survey letter to the businesses in Mount Eden Village and even sent the survey link out as part of their email newsletter to all the businesses on their database. Business survey was carried out between 30 January to 28 February 2017. In total AT received 28 responses from businesses as part of this process.

Parking is seen as vital to ensure access to businesses for clients, customers and service vehicles, and to provide parking options for employees. The questionnaire responses highlighted that perception of majority of businesses towards parking enforcement was neutral. The perception towards the proposed public transport improvement comprising of standardisation of the clearway and bus lane operational hours and the proposed extension of the existing bus stops right in the middle of the town centre is seen in negative. Most businesses feel that it will result in loss of parking, create more congestion in the area and see that as discouraging clients and customers from visiting Mt Eden Village.

The survey results raised several key issues in relation to parking, which is summarised as below:

- Lack of Customer and staff parking
- Commuters/staff taking up most of the unrestricted parking in close vicinity
- Lack of short term parking for up to 1 hour
- Public transport related issues. e.g. change of the bus stage fare and proposed public transport improvements
- Low levels of enforcement in late afternoon and evening.
- Not happy with high number of towing during clearway times
- Request to improve signage for the carpark on Essex Road

3.6 Summary of current situation in Mt Eden Village

The following points summarise current parking situation in Mt Eden Village as identified through the work of the parking study, site visits and feedback from key stakeholders:

- **Approximately 20% of the total public on street parking supply within the core study area is still unrestricted.** 56 unrestricted parking spaces is a considerable proportion of parking, which is located centrally in areas of high parking demand.
- **Parking utilisation in the entire study area was well below the optimum 85% occupancy level.** The average occupancy and the average peak occupancy in the core area was 59% and 72% respectively, whereas, it was 58% and 71% respectively in the outer area. This demonstrates that the supply of parking is not a problem in the area.
- **Peak parking period is between 11am to 2pm.** The average duration of stay is slightly more than 1 hour in the core area and approximately 90% of vehicles in the village stay for 2 hours or less.
- **There is an uneven spatial distribution of parking utilisation in peak hours.** Parking utilisation along Mt Eden Road and side streets closer to the core area is higher than other areas. The APO of over 92% was observed on Newnham Lane, Poronui Street and Disraeli Street during the weekdays with Essex Road and Stokes Road being over 80%. It highlights that parking is more desirable in this part of the village.
- **High parking utilisation at Essex Road car park.** The APO in this car park has reached 95% and 98% on weekdays. This car park is right in the core of the village and is extremely well utilised by the visitors. Even though the average duration of stay was just over an hour, it does highlight that finding an available parking space during peak time could be challenging.
- **Majority of infringements occurred in time restricted parking areas.** Over half of the total number of infringements issued to vehicles for parking over the time limit. 86% of these infringements issued for overstaying the time limit by up to an hour. Time restrictions may force clients and visitors to cut short their visit, which may have an adverse effect on the local economy.
- **Parking utilisation was considerably high in few of the residential streets outside the core area.** APO in most of the streets in close proximity to the main village centre was over 85% and it stayed over 90% in Oaklands Road, Eglington Avenue and Poronui Road even on weekend.
- **Perception of majority of business community towards parking enforcement is neutral.** The general feeling among businesses is that enforcement during clearways and bus lanes operational hours is quite high and is discouraging clients from coming to the village. In addition, few have indicated that more enforcement or monitoring of the restrictions is required during late afternoon and evening.
- **Perception of commuters parking causing an issue in the area was highlighted by majority of the businesses.** Lack of short-term customer parking for up to 1 hour, and commuters along with staff taking up most of the unrestricted spaces in and close to the core area were the other issues highlighted by many businesses.

- **Public Transport related issues highlighted by the business community.** Many felt that the bus stage fare changes in the village leads to congestion and commuter parking issues.

4. Recommended Parking Improvements

Based on the parking study and stakeholder feedback, two important aspects need to be included in a new parking management plan for Mt Eden Village. These are:

- More efficient use of the existing parking resources; and
- Improved parking experience and options

This section outlines the operational options that can be implemented to address these issues.

4.1 More efficient use of existing parking resources

- **Introduce P60 parking zone in Mt Eden Village along Mt Eden Road and include some of the side streets.** The study revealed that on average vehicles parked for one hour in the village. This suggests that the existing 30-minutes time limit in the core town centre often does not meet visitors' parking needs. Furthermore, it will simplify parking restrictions for users and improve streetscape by reducing signage clutter.
- **Introduce P15 parking restrictions on some section of Oakland Road and Poronui Street.** Some short-term parking in the area will cater the demand for a quick stop.
- **Introduce P120 parking restrictions along stretches of Fairview Road, Poronui Street and Woodside Road.** The recommended section on Poronui Street along with the other two streets is further away from the main town centre and provided a good option to the visitors who may want to stay longer than 60 minutes.
- **Standardise the operational hours and days of parking restrictions.** All the above parking time restrictions will operate between 8am and 6pm, Monday to Sunday apart from the section where clearways and bus lanes are in operation. In these areas, the time restrictions will apply outside the clearways and bus lanes operational hours.
- **Prioritising all the unrestricted parking in the core area.** Prioritise all the unrestricted parking spaces within the core study area for short stay use.
- **Remove the existing taxi parking restriction from Oaklands Road.** The study revealed that the existing taxi stands is underutilised and is not adding any value to

the existing parking mix in the area. It is recommended to replace the taxi stand with a motorcycle parking and a car share parking space.

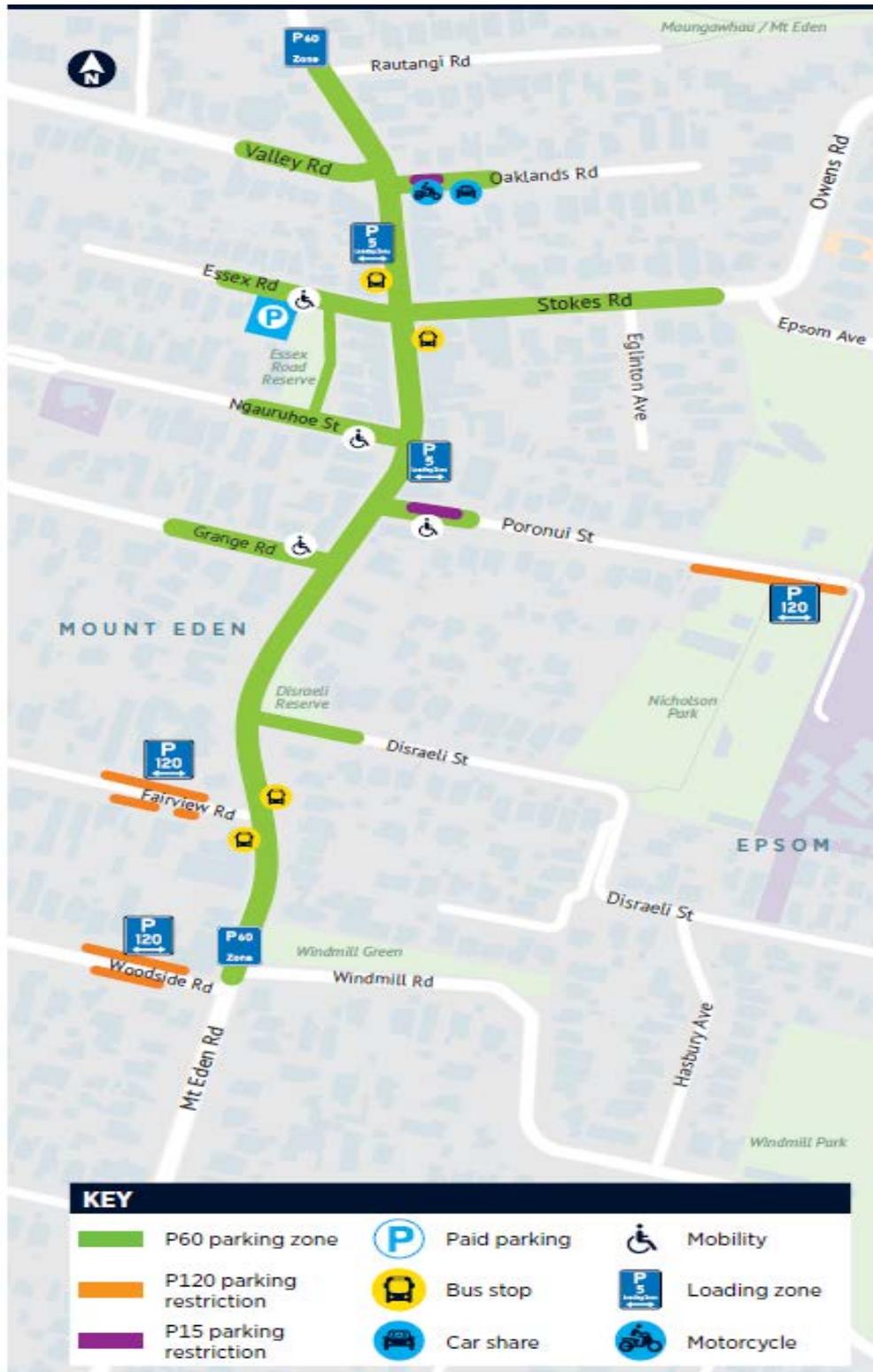
- All other existing restrictions such as loading zones, mobility parking and no stopping at all times in the form of broken yellow lines to be retained.

4.2 Essex Road car park

- **To remove time restrictions and introduce paid parking to manage turnover in the Essex Road car park.** The removal of time limits will reduce the number of infringements and provide visitors flexibility to stay as long as they need. To manage parking turnover, introduce graduated tariffs that encourage short stays.
- Ten-minute 'grace period' will apply in the car park to allow people to stop for up to ten minutes before payment must be made
- Explore options to display parking availability in the carpark in the form of display boards/AT Park App.
- Monitoring of parking restrictions to ensure compliance.

Figure 15 shows all the recommended parking improvements in Mt Eden Village.

Figure 15 – Recommended Parking Improvements



5 Budget Implication

Any parking management improvement works can be programmed into the AT Parking Design annual work programme for delivery. There may also be proposed works that, because of their, scale will require further investigation to better ascertain the capital cost involved in implementation.

6 Monitoring and review

It is recognised that the parking demands and requirements in Mt Eden Village will change over time as the centre experiences further growth and development. To monitor the changes in parking demand, it is proposed that regular parking surveys be undertaken of the available parking in the Village.

As a follow-up from this monitoring, it is intended to review the proposed measures outlined in this report. This will ensure that the measures implemented are responsive to any changes in the patterns of parking demand experienced and are able to address any issues identified.