

Summary of your feedback on Karangahape Road Enhancements parking plan



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Summary

Auckland Transport (AT) and Auckland Council are proposing changes to parking in the Karangahape Road precinct. We consulted on this proposal from 12 March 2018 to 1 April 2018 and received 52 submissions.

The proposal included:

- Conversion of restricted and unrestricted parking within the Karangahape Road precinct to paid parking;
- Extending the paid parking hours from 8am–6pm to 8am-9pm,
- Increasing the number and availability of loading zones, particularly at the top of side streets during peak hours;
- Realigning the paid parking structure of the Auckland Transport Carpark at 20 Upper Queen Street to reflect the on-street paid parking tariffs across the rest of the precinct
- Reviewing location of taxi and mobility spaces.

Your feedback influenced decisions on all these elements as AT finalises the proposed parking plan.

Key themes in feedback

From your feedback we identified the following key themes:

- Support the proposed paid parking expansion (13 submitters)
- Would like more loading zones (12 submitters)
- Support proposed mobility park changes (12 submitters)
- Support proposed paid parking hours of operation (11 submitters)
- Support proposed taxi stand changes (10 submitters)
- Oppose proposed paid parking expansion (9 submitters)

Summary of changes resulting from feedback

As a result of feedback, a number of amendments have been made to the proposed parking plan.

Loading zones: 4 additional loading zones for off-peak use on Karangahape Road

Mobility space: 2 additional mobility parking spaces for off-peak use on Karangahape Road

Taxi space: 8 taxi spaces converted to 7 parking and 1 mobility space to accommodate day time demand. After 9 pm all loading zones on Karangahape Road will become taxi spaces.

Expansion of paid parking zone: Conversion of around 125 unrestricted and time restricted on-street car parks to paid parking will proceed as proposed

Expansion of paid parking hours: In response to concern about extending paid parking hours down side streets, paid parking will be divided into two zones: On Karangahape Road and the top of side streets, paid parking will be extended to 9pm. For all remaining areas, paid parking will finish at 6pm

Additional parking: 8 additional car parking spaces for off-peak use on Karangahape Road. 9 additional paid parking spaces down side streets. Extra motorcycle parking provided.

A detailed explanation of the amendments to the parking plan in response to community feedback has been included in the “Your feedback section under the relevant theme heading.

Next steps

Once the changes are finalised, a definitive parking plan map will be published and a resolution report submitted to AT's Traffic Control Committee for approval to become legal. The legally approved changes will be included in the detailed design, expected in late September 2018.

To increase car parking opportunities for visitors and shoppers to Karangahape Road, we will implement changes to paid parking in the Gundry Street area and remove the '\$10 all day tariff' and realigning the parking tariff in the Upper Queen car park to reflect the on-street paid parking tariffs across the rest of the precinct before construction starts in early 2019.

We will also work with the Karangahape Road Business Association (KBA) and Karangahape Road community to assess the benefit of implementing the extension of paid parking hours pre-construction.

Other changes, such as to loading zones and mobility parks, will be affected by construction and will come into effect when the project is finished. This incorporates most of the proposed changes on Karangahape Road and at the top of side streets.

The project acknowledges community concern regarding parking during as well as after construction. Planning for both phases is our priority. In addition to finalising the post-construction parking plan, we will work with the community on the best ways to maximise parking and loading opportunities during construction.

Background

Project information

AT and Auckland Council propose changes to parking in the Karangahape Road precinct. The changes respond to the introduction of peak bus lanes, a cycleway and other pedestrian enhancements as part of the Karangahape Road Enhancements project. The objective of the proposed parking changes is to maximise parking options in and around Karangahape Road, before, during, and once the Karangahape Road Enhancements project is complete.

The Karangahape Road Enhancements project is a joint project with Auckland Council that aims to preserve the precinct's unique character, while creating a street environment that supports the local community and meets the needs of a growing population. The parking plan has been developed with a focus on supporting the local community and visitors to the precinct. It looks to maximise parking availability and turnover by prioritising short-stay parking and loading zone access in peak times.

Context

Karangahape Road is an iconic Auckland precinct and a popular destination for shopping, dining and entertainment. Thousands of people walk along Karangahape Road every day and it is one of the busiest streets in Auckland for people on bikes. Looking ahead, things are only going to get busier. In 2012, 27,000 people lived within the city centre. Today, that figure is over 45,000 and growing. In 2023, Karangahape Station will open on Mercury Lane, part of the City Rail Link (CRL). A light rail station on Upper Queen Street is also under consideration within the same time frame. These two new transport hubs will enable many more people to visit Karangahape Road every day. The Karangahape Road Enhancements project will introduce peak time bus lanes (from 7am-10am and 3pm-7pm) in both directions along Karangahape Road. During these times, parking and loading will not be available on Karangahape Road. Additionally, a separated cycleway and a raft of street and footpath improvements designed to make Karangahape Road an even more attractive place to visit will be introduced.

These enhancements support the different ways people are moving about Auckland, changes that will be accelerated by the CRL and proposed light rail projects. For the Karangahape Road community, it also means changes to parking on Karangahape Road and the surrounding streets.

Currently there are 501 on street car parks (including loading, mobility & taxi parking) in the Karangahape Road precinct area, and of these, 91 are on Karangahape Road and the remainder are down side streets.

The current Karangahape Road Enhancements project design requires the permanent removal of 19 car parks along Karangahape Road and approximately 8 car parks from the top of side streets.

Additionally, all car parks on Karangahape Road between Ponsonby Road and Queen Street will be unavailable during peak times (Monday to Saturday - 7 to 10am and 4 to 7pm).

During peak times there will be 416 parks available (367 car parking spaces, 44 loading zones, 3 mobility parks). This represents a 14% reduction from current parking availability.

During off-peak times there will be 483 parks available (407 car parking spaces, 62 loading zones, 8 taxi parks, and 4 mobility parks). This represents a 4% reduction from current parking availability.

To offset the reduction in parking, AT and Auckland Council have together developed a parking plan to maximise parking options in and around Karangahape Road once the Enhancements project is complete.

The proposed changes to parking within the Karangahape Road precinct will benefit the local community and visitors to the area by:

- Improving parking availability through a higher turnover of parking spaces;
- Introducing paid parking that offers greater flexibility in the length of stay and includes a 10-minute grace period, which allows for pick-ups and drops offs without the need to pay;
- Encouraging short-term parking and discouraging commuter parking by changing unrestricted parking to paid parking with a graduated pricing structure;
- Supporting Karangahape Road's vibrant evening economy by extending paid parking's hours of operation from 6pm to 9pm;
- Prioritising access to loading zones;
- Introducing the new 'AT Park' mobile app that makes it easy to pay for and top up on street parking, and from August will help locate a park in the precinct.

Proposed improvements consulted on

The changes proposed in the parking plan include the following:

- **Increase the number of loading zones at the top of side streets**

Because parking on Karangahape Road will be unavailable at peak times (7am-10am and 3pm to 7pm), it is proposed to set aside parking at the top of side streets for use as loading zones. See the maps in the [Attachment 2](#) at the end of this report to see what is proposed.

Loading zones located on Karangahape Road will still be able to be used, outside of peak times.

Loading zone hours will be extended Monday to Sunday 8am-9pm to maximise access for local businesses. Outside of these times, they will become taxi stands.

- **Convert the current on-street car parking to paid parking along Karangahape Road and some surrounding streets**

Within the Karangahape Road precinct it is proposed to convert around 70 unrestricted (free) on-street car parks and around 55 timed (e.g. P120) on-street car parks to paid parking. Where paid parking has been introduced elsewhere in the Karangahape Road precinct it has incentivised short-term parking, freeing up car parks for use by visitors. Refer to maps in [Attachment 2](#) at the end of this report to see what is proposed.

- **Extend current paid parking hours of operation 8am-6pm to 8am-9pm**

Within the Karangahape Road precinct, it is proposed to extend paid parking hours of operation from 6pm to 9pm. This will discourage overnight parking on street and make it easier for evening visitors to Karangahape Road to find a park.

Side streets		
Proposed on-street paid parking hours of operation and hourly charges		
	0-2 hours	2+ hours
Monday – Friday 8am-9pm	\$3 per hour	\$6 per hour
Saturday, 8am-9pm	\$1 per hour	
Sunday and public holidays	Free	

A 10-minute grace period allows for pick-ups and drop-offs without needing to pay.

Karangahape Road		
Proposed on-street paid parking hours of operation and hourly charges		
	0-2 hours	2+ hours
Monday – Friday 10am-4pm & 7pm-9pm	\$3 per hour	\$6 per hour
Saturday 10am-4pm & 7pm-9pm	\$1 per hour	
Sunday and public holidays	Free	

A 10-minute grace period allows for pick-ups and drop-offs without needing to pay.

- **Access the new 'AT Park' app**

AT Park is a mobile app that makes it easy to pay for and top up on-street parking. From August, it can locate available carparks in the precinct. The 'parking machine' will still accept cash, coin and credit card, but the app's convenience means that increasingly people are using their smartphone to pay for parking.

- **Upper Queen Street parking building**

The off-street AT car park at 20 Upper Queen Street currently offers a cheap all-day tariff. To encourage short-stay parking for visitors it is proposed to remove the \$10 all-day parking rate and align pricing with on-street parking, i.e. \$3 per hour for two hours and \$6 per hour after that. This change will be phased in over time as demand requires and is expected to free up to 53 car parks for short-stay parking.

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Consultation

We consulted on the proposed parking changes and management plan from 12 March to 1 April 2018.

Activities to raise awareness

AT and Auckland Council undertook a number of activities to publicise and gain the best exposure for the project. We were keen to receive feedback from everyone who wanted to have a say and get their views on our proposal. To publicise the consultation, we:

- Hand-delivered brochures to businesses within the Karangahape Road precinct
- Advertised the consultation and drop in sessions in the project newsletter which was delivered to more than 5,000 residents and businesses within the precinct.
- Made brochures available at local community facilities like the KBA.
- Set up a detailed project webpage and an online feedback form on our website.
- Promoted the consultation through our social media channels, including Facebook and Twitter, for the course of the consultation period.
- Engaged the KBA and Residents Association who used their member databases to advertise the consultation and drop in sessions.
- Presented to the Waitemata Local Board,
- Held three drop-in sessions in March where the public could talk with the project team and give feedback on the proposed parking changes.
- Held several meetings with individual businesses and groups, including the New Zealand Prostitute's Collective (NZPC) to outline the proposed parking plan changes. We thank the NZPC for helping us connect with a part of the community which is often under-represented in engagement.

Giving feedback

We asked what you thought about the number and location of loading zones, taxi stands and mobility parks, and if you had any other comments on the Karangahape Road precinct parking plans. We also asked what you thought about the proposed paid parking expansion and hours of operation.

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a hard copy form included in the brochures. See [Attachment 1](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 52 submitters, which we have analysed and reported in this feedback report.

19 of these were submitted online, 12 were submitted using the hardcopy feedback form, and 21 submissions were provided via an interview conducted by the NZPC and came from night shift, entertainment and hospitality workers who are normally difficult to access.

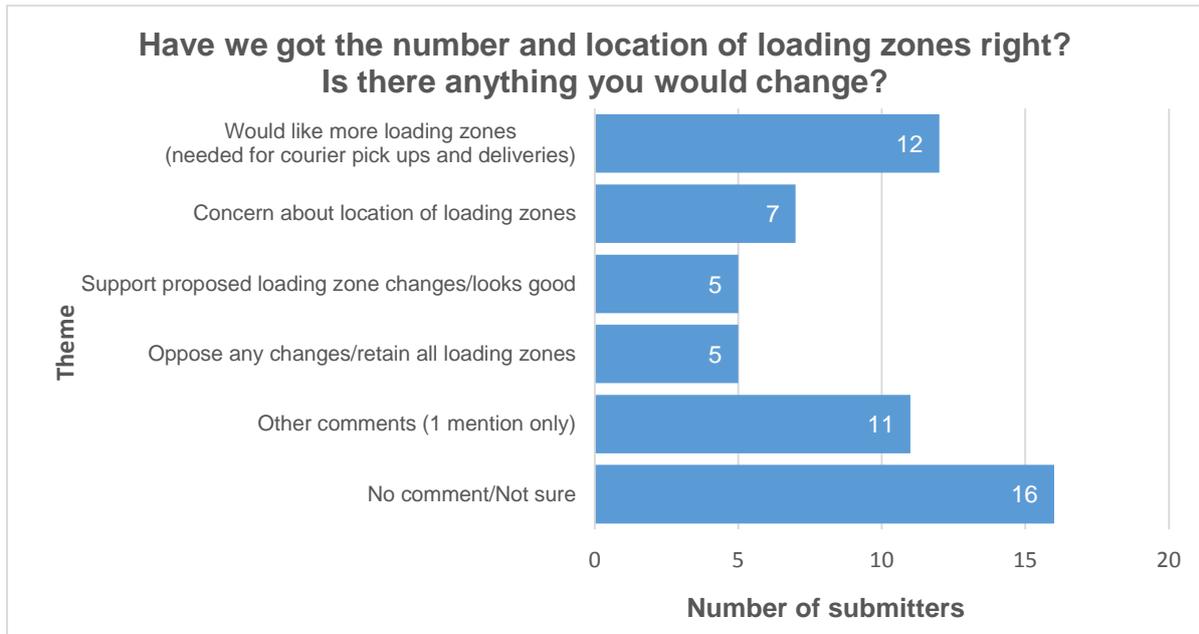
We also received informal feedback from the public attending the three drop-in sessions. Suggestions from this feedback have been noted in the 'Other feedback' section of this report.

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Themes by question

Feedback on loading zones

We asked for your thoughts on the number and location of loading zones. 36 submitters gave a response to this question.



Submissions may be counted in more than one theme.

The main theme from feedback about the loading zones is that more loading zone access is needed during peak times, particularly outside businesses that require courier pick-up and delivery. Some submitters mentioned it's not feasible for couriers to walk distances to and from side streets when dropping off or picking up from their business, and where trucks are involved a concern about safety for cyclists and pedestrians was mentioned. The below quotes illustrate these concerns.

"We depend upon courier pickups for our survival...we deliver door-to-door... the proposed improvements have zero loading zones within reasonable access during peak times on our side of the street."

"More loading zones are needed...loading zones are vital for the Asian supermarket on Cross St due to numerous truck deliveries every day."

"We'll need 1-2 loading docks available on our side of street between 7am and 10am Monday to Friday... my wholesale products are extremely delicate and require minimal movement."

"Need loading zones...2-5 deliveries per week."

Some submitters mentioned specific locations of the loading zones

"We strongly request that an extra loading zone be created in front of the new bus stop outside St. Kevin's Arcade. Our retailers are not willing to commit to long term leases until the loading zone issue is sorted."

"Include a loading zone at the bottom of the St. Kevin's Arcade Stairs."

"They appear great except the lack of during peak for the section north of K Road between Pitt and Queen Street, this could be very bad for businesses in that area."

"The loading zone outside the Flight Centre needs to be retained... it would be better placed @ 202 K Road to cater for businesses 184-230 K Road."

"Request the project team reinstate parking on Poynton Terrace."

"There doesn't seem to be an account taken of the private parking & loading zones off Cross Street and Poynton Terrace."

"We need a loading zone on K Road, near Howe St."

5 submitters made positive comments in support of the proposed loading zone changes:

"Loading zones look good. Well-spaced out."

"Yes, loading zones are super important."

"Yes, the number of loading zones looks good."

"Yes, plenty of both. Ideally we could remove all parking from K Road."

"Looks good."

On the other hand, 5 submitters indicated they oppose the loading zone changes:

"I think they all need to stay...as a local we find them quite helpful."

"Oppose any changes."

"Loading zones should stay on K Road."

"We shouldn't have to carry all the business materials and supplies upstairs."

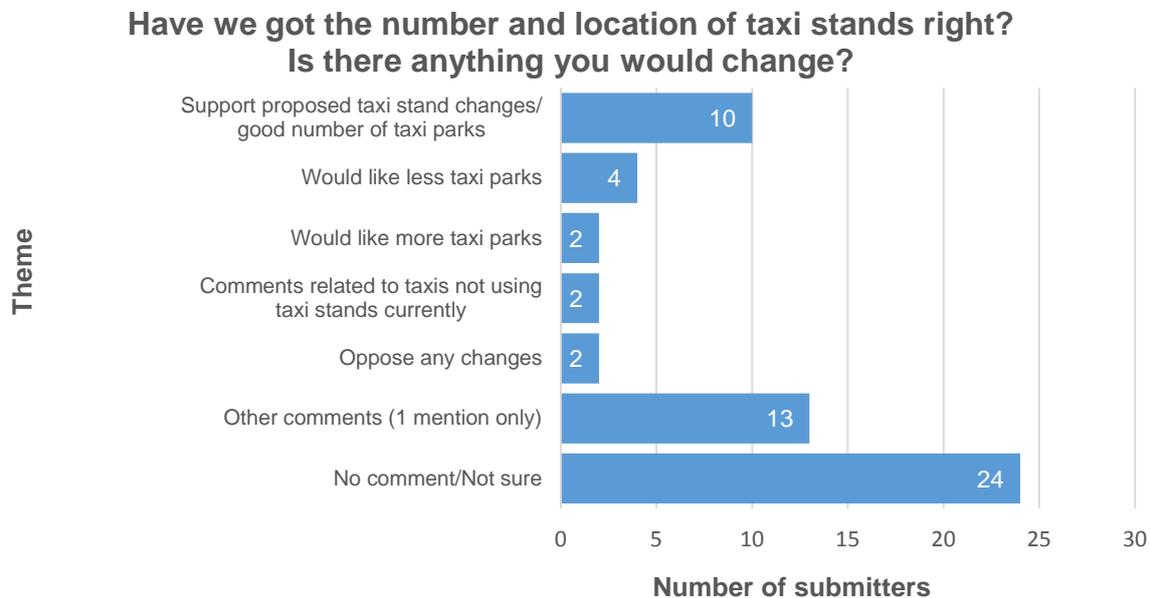
What changes are we making to loading zones as a result of your feedback?

We have increased the number of loading zones available on Karangahape Road during the off-peak period to better serve the local businesses. This has been done by making better use of space and replacing paid parking and taxi space. The changes are listed below.

Action	Next Step	Gain/Loss
One additional off-peak loading zone on Karangahape Road (north side), between Pitt St and the St Keven's Arcade pedestrian crossing	Under investigation for delivery this year ahead of project construction.	(+1 Loading)
One additional off-peak loading zone on Karangahape Road (north side) between Day St and Boardman Lane	Design to be completed in Detailed Design	(+1 Loading) (-1 Parking)
One additional off-peak loading zone will be provided on Karangahape Road (north side) east of Howe Street.	Design to be completed in Detailed Design	(+1 Loading)
One additional off-peak loading zone will be provided on Karangahape Road (south side) between Gundry St and Edinburgh St	Design to be completed in Detailed Design	(+1 Loading)
The proposed loading zones at the top of West Terrance are not possible as there is no turning space available for commercial vehicles. The space will be made available for paid parking and modified to improved access for pedestrians and people on parks.	Design to be completed in Detailed Design	(+3 Parking) (-3 Loading)

Feedback on taxi stands

We asked for your thoughts on the number and location of taxi stands. 28 submitters gave feedback on this question.



Submissions may be counted in more than one theme.

The main theme from feedback about the taxi stands is that the number of taxi parks provided in the plan is sufficient, mentioned by 10 submitters:

“I believe the number of parks is sufficient. Taxis don't need to clog up streets now that most people book them via apps.”

“Yes, this feels about right.”

“Looks like a good number.”

“Looks good.”

A few submitters made comments relating to less taxi stands being needed, and some mentioned Uber being used more than taxis:

“Less taxi stands the better. Uber is the solution.”

“Less cabs as they use bus stop at night.”

“The taxi stands would be much more useful as loading zones as Uber is much more widely used than taxi stands.”

“Don't need taxi stand on bridge, but definitely need one up by Mobil. Too many right now, should be 3. St Kevin's is another good location, and one by Ironbank.”

On the other hand, a couple of submitters mentioned a need for more taxis:

“There aren't enough, not for the late-night drinkers, like Family Bar at night, even if you make this place upmarket, drinkers are going to need the taxis to line up.”

“Not enough as there is right now...I'm a regular taxi user.”

A couple of submitters mentioned that taxis are currently parking off the main road either at the building site on Upper Queen St or on the side streets:

“Currently Taxis are sitting at the building site on Upper Queen St, so it would be better if they move to allocated areas.”

“Taxis park on side street not on main road.”

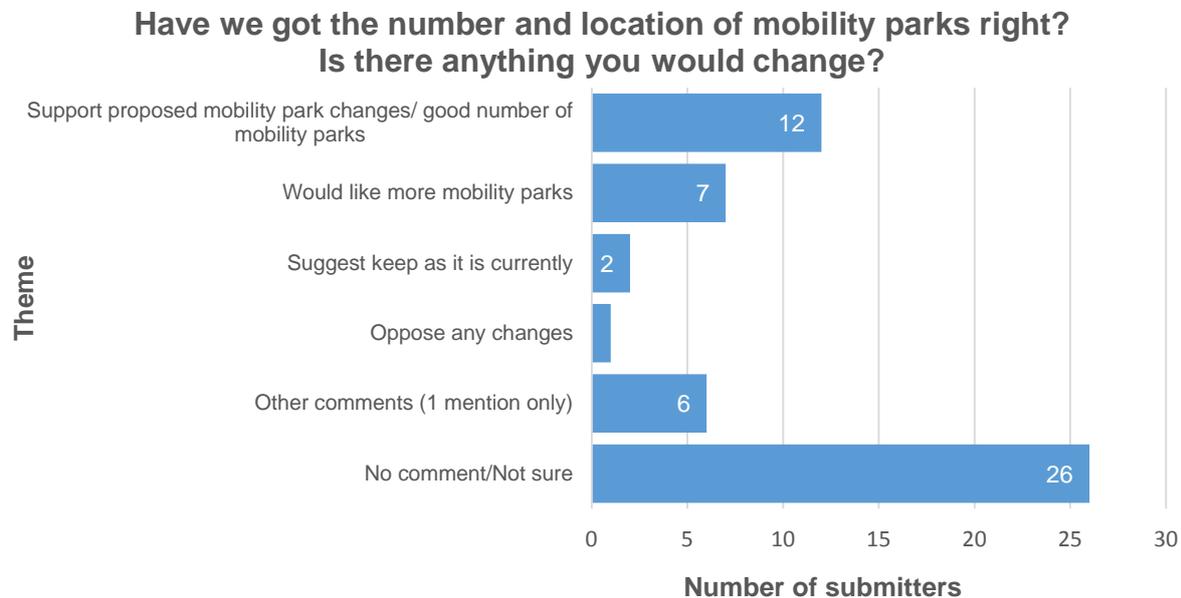
What changes are we making to taxi space allocation as a result of your feedback?

The peak time for taxi use is in the evening and at night while the demand for loading and parking is greater during the day. To make the most of the limited kerbside space we have changed several dedicated taxi spaces on Karangahape Road to loading and parking. After 9 pm all loading zones on Karangahape Road and at the top of side streets will convert to taxi spaces.

Action	Next Step	Gain / Loss
All loading zones on Karangahape Road to become taxi spaces at end of paid parking period (after 9 pm)	Design to be completed in Detailed Design	Total TBC
6x taxi spaces to the west of Mercury Ln to be replaced with paid parking	Design to be completed in Detailed Design	(-6 Taxi) (+6 Parking)
2x taxi spaces on Karangahape Road (south side), west of Upper Queen Street will be replaced by 1 mobility space and one paid parking space.	Design to be completed in Detailed Design	(-2 Taxi) (+1 Parking) (+1 Mobility)

Feedback on mobility parks

We asked for your thoughts on the number and location of mobility parks. 26 submitters gave a response to this question.



Submissions may be counted in more than one theme.

The main theme from feedback about the mobility stands is that the plan for the mobility parks looks good:

"I believe the number of parks is sufficient."

"Yes, there is a good number."

"Seems good."

"As far as I'm aware yes."

"Definitely."

Some submitters mentioned more mobility parks are needed, particularly in the shopping area.

"Perhaps one or two more."

"More mobility parking."

"Maybe one more down K Road/ Ponsonby end."

"Need more... especially in main shopping area."

"Need one more in shopping area."

"Please add a couple of mobility parks to Newton. Please convert a general park or two to mobility."

“Not enough disabled parking, especially on side streets.”

What changes are we making to mobility space allocation as a result of your feedback?

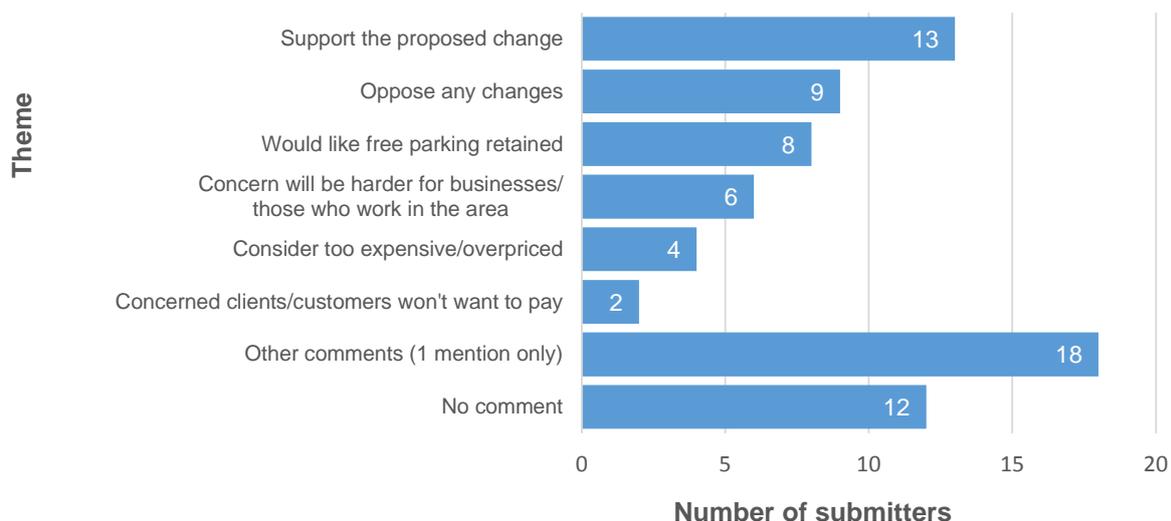
We've found space to add additional mobility spaces to provide better coverage along the corridor.

Action	Next Step	Gain / Loss
Two additional mobility spaces, making one in each main shopping block: <ol style="list-style-type: none"> 1. Karangahape Road (south side), west of Upper Queen Street (counted above) 2. Karangahape Road (south side), between Gundry St and Edinburgh St 	Design to be completed in Detailed Design	(+1 Mobility)

Feedback on paid parking expansion

We asked for your thoughts on the proposal to convert around 70 unrestricted (free) on-street car parks and around 55 timed unrestricted and timed car parks to paid parking. 40 submitters provided feedback for this question.

Have you any thoughts on our proposal to convert unrestricted and timed car parks to paid parking?



Submissions may be counted in more than one theme.

Around a third of those who gave a response to this question gave positive feedback in support of the proposed paid parking changes (13 submitters).

“This is a great idea and we fully support.”

“Agree that converting unrestricted & timed car parks to paid parking is the right approach to manage a scarce resource.”

“It will also allow for better turnaround of cars in the area which I am sure is good for business.”

“Yes, good idea. It doesn't make sense to have unlimited parking so close to the CBD.”

“Your proposals re converting unrestricted and timed parking to paid parking are reasonable.”

“Good idea. A busy area like K Road is better managed with paid parking. More flexibility, and higher turnover.”

“I think it's a good idea.”

On the other hand, around one in five of the submitters giving feedback to this question indicated they are opposed to the changes relating to paid parking. The quotes below illustrate some of the concerns given by these submitters (9 submitters).

“By having some unrestricted and free parking you preserve both the heritage and the uniqueness of K Road. We don't want to necessarily encourage short term parking, we want people to come and browse and wander, spend time in the area, not just pass through because they only have a 30 minute park.”

“Strongly Oppose.”

“What about working mothers? People who have to pay for childcare? And now half their wages go to parking? And now it will be harder for me to work in the morning with all the paid parking.”

“If customers can't come, they'll go away, and shops will move out if they can't survive because customers have gone. A lot of shops have closed more are only open for certain weekends or events.”

“This will dramatically change the clientele that frequent K Road. K Road has developed its character thanks to the colourful people that are in the area every day. These people have historically been disadvantaged people...If parking is changed to paid and timed, the road will be gentrified - benefiting only those who can afford the parking and want to pay... It is disappointing to see the changes to K Road that have been proposed.”

8 submitters indicated they would like the free parking retained.

“Waste of money, I commute from South Auckland, so I don't have any other options.”

“Leave the side street unpaid, we work there.”

“Best to keep free parking the way it is.”

“If only paid parking, will be no parking, which has really affected business.”

“Why not keep it free so everyone can park and not just people who can afford it?”

6 submitters indicated concern for businesses and those working in the area if the paid parking changes proceed.

“There's already not enough parking especially for people who work here...Parking is extremely expensive for people working here every day.”

“Paid parking will ruin business. I'll have to work more to pay for my parking on a regular basis.”

A smaller number of submitters (4 submitters) mentioned the proposed parking fees are too expensive.”

“Make it affordable. Provide long term parking options.”

“Make parking cheaper.”

“The proposed prices for short-term parking on the side streets are ridiculously overpriced...I believe time restrained parking is good.”

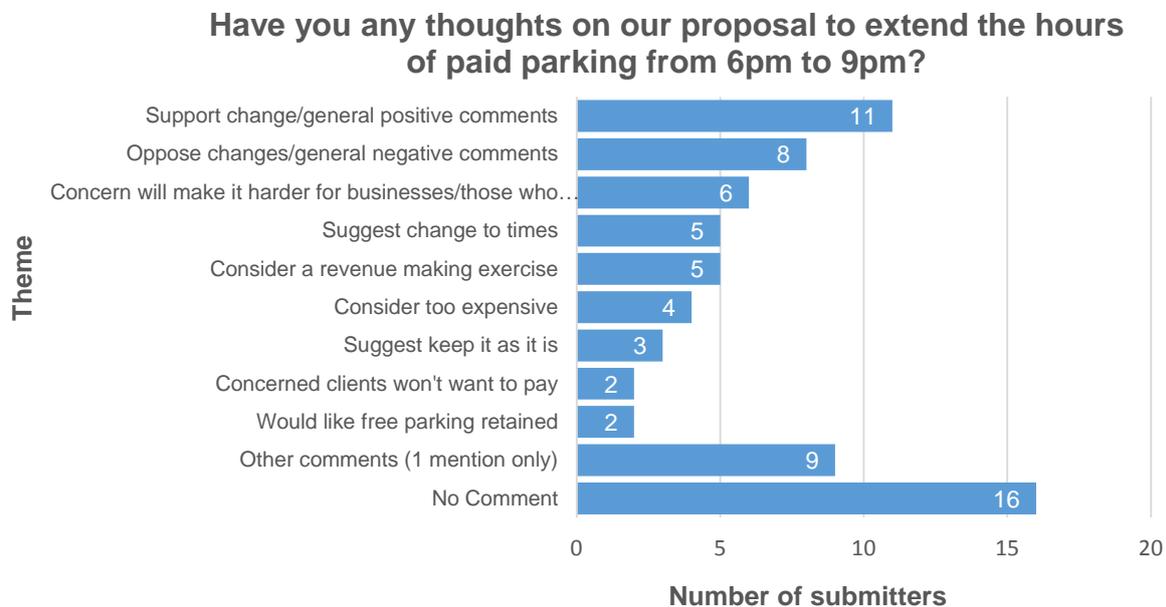
What changes are we making to the proposal to expand paid parking as a result of your feedback?

Converting the area around Gundry Street to paid parking brings it in line with the remainder of the Karangahape Road precinct and Ponsonby area, in line with with AT’s parking strategy.

Action	Next Step	Number Gain / Loss
The paid parking zone extension around Gundry Street will go ahead as proposed	Technical work on this change being undertaken now for implementation this year ahead of main project construction.	

Feedback on paid parking hours of operation

We asked for your thoughts on the proposal to extend paid parking hours of operation from 6pm to 9pm. 36 submitters provided feedback for this question.



Submissions may be counted in more than one theme.

Eleven submitters indicated they support the proposed extension of hours of paid parking to 9pm. The quotes below illustrate some of the reasons for support.

“Yes good idea. Inner city residents should not expect free on street parking, they should lease their own parks or even better not have a car.”

“Good, it might encourage people to use public transport/taxis in the evenings. Friday and Saturday nights are particularly bad and paid parking could increase until later on these nights.”

“Yes, make it easier for evening visitors to find a park.”

“Good idea. Especially in summer, it doesn't help if the road gets clogged. It can always be reviewed later if it doesn't work.”

“Excellent!”

On the other hand, 8 submitters indicated they are opposed to the changes to paid parking hours. The quotes below illustrate some of the responses from those not in favour of the proposed changes:

“I think it shouldn't be changed, it works the way it is already.”

"This discourages evening visitors to park on K Road. I come and park on K Road in the free zone to go for dinner, I wouldn't do this if I had to pay."

"Strongly oppose."

"Don't try to change and don't try to fix it."

One of the concerns, mentioned by 6 submitters, relates to the extension of paid parking hours to 9pm having an impact on businesses and those working in the area in the evenings.

"Extending the hours to 9.00pm will have a major negative impact on our business as the majority of our classes are in the evenings between 6-10pm. currently parking is often difficult to find but at least it is free. Having to pay for parking will put off a lot of our clients."

"That's going to be really hard for those of us who work and pay for it, that's a whole lot of our wages going out."

"Best to keep free parking the way it is... uncalled for to extend payment to 9pm...a lot of businesses will go down."

"Will especially affect us Thurs-Sat late nights."

"Gonna have to find cheaper jobs other places."

Some submitters gave suggestions for changes to the time (5 submitters).

"Paid and timed parking should exist from 6am to 10pm."

"After 6pm should be free."

"Bring back 8pm - 8pm."

"Keep free parking the way it is now."

And some submitters made comments indicating they feel the change is unnecessary and a money-making exercise (5 submitters).

"It's just money making with no care for the damage being done to this beautiful part of the city."

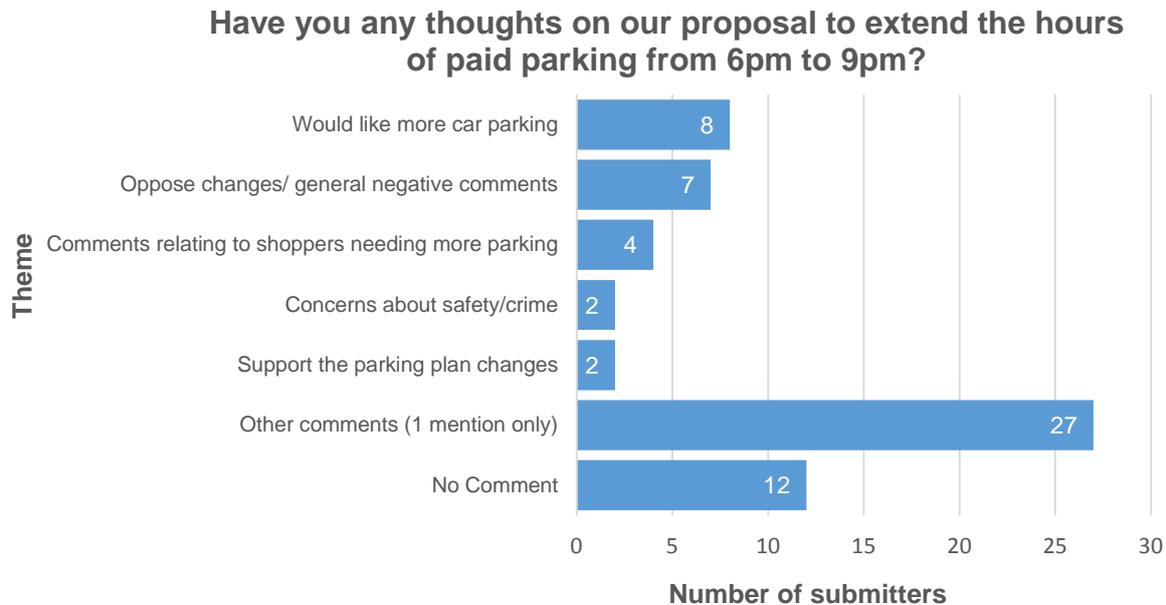
What changes are we making to the proposal to extend paid parking hours as a result of your feedback?

There was little support for extending the paid parking finish from 6pm to 9pm for the streets surrounding Karangahape Road. As a result, we'll implement two zones, where most of the side streets will remain with the current situation where paid parking ends at 6pm.

Action	Next Step	Number Gain / Loss
Establish two zones for paid parking hours: <ol style="list-style-type: none"> 1. Karangahape Road and the top of side streets – Paid parking 8am – 9pm 2. Other streets within the area – Paid parking 8am – 6pm (unchanged from existing) 	Technical work on this change being undertaken now for implementation this year ahead of main project construction.	N/A

Other feedback on the Karangahape Road precinct parking plans

We asked for any other thoughts on parking plans. 40 submitters provided a response for this question.



Submissions may be counted in more than one theme.

The main theme from feedback about the parking plan overall is that more car parks are needed, mentioned by 8 submitters.

“A lot more parking needs to be provided as both parking buildings are very full, businesses will suffer.”

“More parking and unloading.”

“Not enough parking.”

“My customers have been complaining about an inability to find parking. They say that if it keeps happening they'll stop coming to business and thereafter go somewhere else. That'll close business.”

Seven submitters indicated they are opposed to the parking changes and gave generally negative comments.

“Parking is restricted as it is. Please don't reduce the number of parks... congestion is already bad, the plans look like they will increase congestion. It seems that the plan is to make K Road somewhere that people flow through rather than being a destination where people will come to spend time and money and browse. K Road has its own

distinct persona and character and I feel this is going to detract from that by trying to change the whole feel of the road.”

“Oppose everything you are doing.”

“When different people start coming to K Road, I have trouble getting business. And so if these side streets get busier with rich people, families, I won't feel comfortable working down here anymore.”

A few submitters commented on the importance of adequate and affordable parking for shoppers.

“ATs parking building behind Beresford Square should become shopper parking rather than leased accounts for commuters or residents... I support the changes to the Upper Queen St Carpark, explore more creative options with Wilson.”

“Cyclists pass through, as do most bus commuters... shoppers need parking, affordable.”

“Car parks are major issues. Shop owners will start moving out to places where customers will have an easier place to park, because private parking is hard.”

Additional changes resulting from your feedback:

Action	Next Step	Number Gain / Loss
At least seven additional paid parking spaces will be added to Poynton Terrace.	Technical work on this change being undertaken now for implementation this year ahead of main project construction.	(+7 Parking)
Two paid parking spaces to replace existing P5 spaces on the western side of Howe Street, near Karangahape Road	Design to be completed in Detailed Design	(+2 Parking) (-2 P5)
Minimum of one additional off-peak paid parking space on Karangahape Road (north side) east of Howe Street.	Design to be completed in Detailed Design	(+1 Parking)
At least one additional paid parking space on Karangahape Road (south side), between Gundry St and Edinburgh St	Design to be completed in Detailed Design	(+1 Parking)
Additional motorcycle parking to be added where insufficient space is available for a full car park	Design to be completed in Detailed Design	TBC
Two parking spaces will be removed from the southern end of West Terrace to provide a better pedestrian and bike connection from Karangahape Road to the Lightpath, via Galatos St and East Terrace. Proposed loading zones at the top of West Terrace will not proceed as there is no room for commercial vehicles to turn. The space will become paid parking and be modified to improved access for pedestrians and people on bikes.	Design to be completed in Detailed Design.	(-2 Parking)

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Attachment 1: Feedback form

Feedback form

Please complete this freepost form and return it to us by **Sunday 1 April 2018**.
Alternatively, you can provide feedback online at AT.govt.nz/kroadproject



Karangahape Road precinct parking

You can view plans showing changes to parking at a drop-in session or online at AT.govt.nz/kroadproject

1. Have we got the number and location of loading zones right? Is there anything you would change?

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1a. Have we got the number and location of taxi stands right? Is there anything you would change?

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1b. Have we got the number and location of mobility parks right? Is there anything you would change?

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1c. Have you any other thoughts on the Karangahape Road precinct parking plans?

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Paid parking expansion

Within the Karangahape Road precinct, we propose to convert around 70 unrestricted (free) on-street car parks and around 55 timed (e.g. P30) on-street car parks to paid parking. Where paid parking has been introduced elsewhere in the Karangahape Road precinct, it has incentivised short-term parking, freeing up car parks for use by visitors.

You can view plans showing the proposed changes at a drop-in session or online at AT.govt.nz/kroadproject

2. Have you any thoughts on our proposal to convert unrestricted and timed car parks to paid parking?

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Paid parking hours of operation

Within the Karangahape Road precinct, we propose to extend paid parking hours of operation from 6pm to 9pm. This will discourage overnight parking on-street and make it easier for evening visitors to Karangahape Road to find a park.

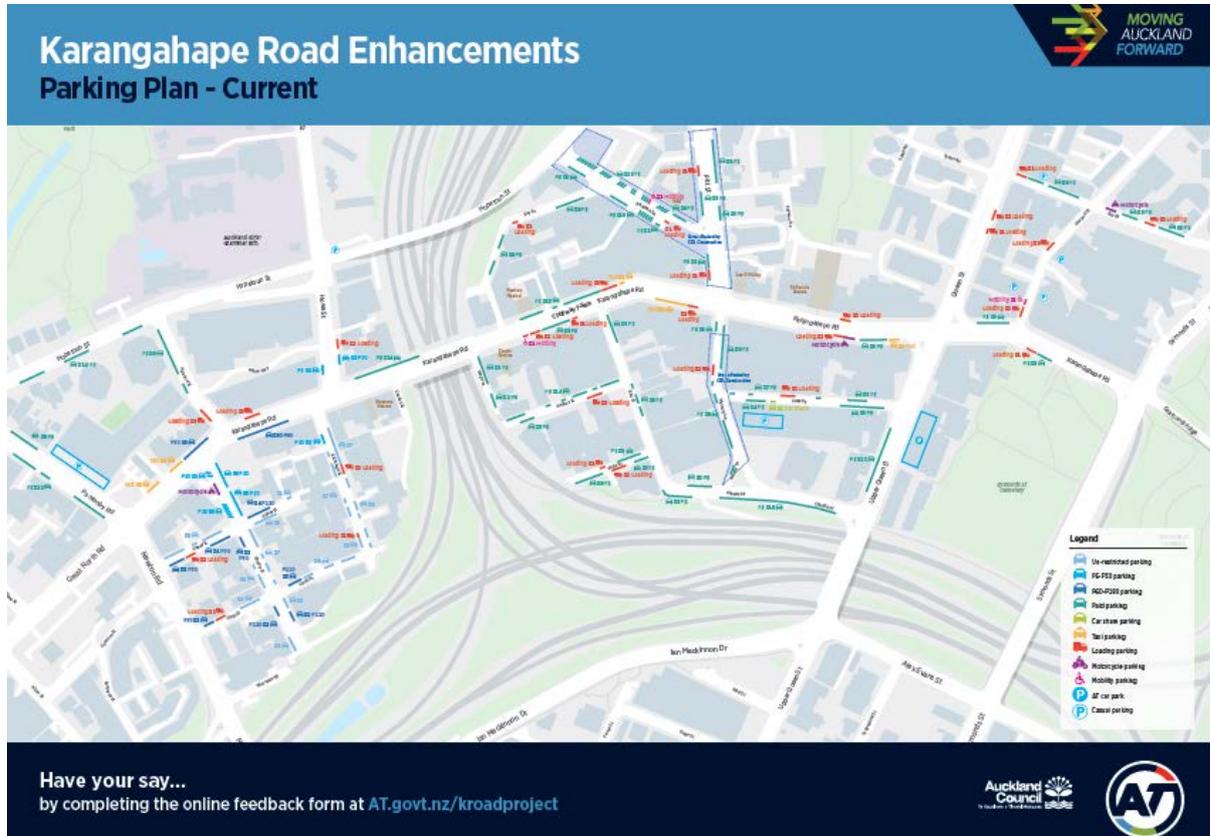
3. Have you any thoughts on our proposal to extend the hours of paid parking from 6pm to 9pm?

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Attachment 2: Parking plan maps

Parking plan – current



Parking plan – off-peak

Karangahape Road Enhancements

Parking Plan - Off-peak





Have your say...
by completing the online feedback form at [AT.govt.nz/kroadproject](https://at.govt.nz/kroadproject)




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Parking plan – peak



